



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 17 December 2018

Time: 5.30 pm

Venue: Council Chamber, Swale House, East Street, Sittingbourne, Kent, ME10 3HT

Membership:

Swale Borough Councillors Mike Baldock, Cameron Beart, Derek Conway, James Hunt, Ken Ingleton (Vice-Chairman), Bryan Mulhern and David Simmons.

Kent County Council Members:

Kent County Councillors Andy Booth, Bowles (Chairman), Sue Gent, Antony Hook, Ken Pugh, Mike Whiting and John Wright.

Parish Council Members:

Kent Association of Local Council's representatives: Jeff Tutt (Dunkirk Parish Council), Peter Macdonald (Minster Parish Council) and Richard Palmer (Newington Parish Council).

Quorum = 5 (2 from each Council and 1 Parish representative).

RECORDING NOTICE

Please note: this meeting may be recorded.

At the start of the meeting the Chairman will confirm if all or part of the meeting is being audio recorded. The whole of the meeting will be recorded, except where there are confidential or exempt items.

You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during this recording will be retained in accordance with the Council's data retention policy.

Therefore by entering the Chamber and speaking at Committee you are consenting to being recorded and to the possible use of those sound recordings for training purposes.

If you have any queries regarding this please contact Democratic Services.

Pages

1. Emergency Evacuation Procedure

The Chairman will advise the meeting of the evacuation procedures to follow in the event of an emergency. This is particularly important for

visitors and members of the public who will be unfamiliar with the building and procedures.

The Chairman will inform the meeting whether there is a planned evacuation drill due to take place, what the alarm sounds like (i.e. ringing bells), where the closest emergency exit route is, and where the second closest emergency exit route is, in the event that the closest exit or route is blocked.

The Chairman will inform the meeting that:

(a) in the event of the alarm sounding, everybody must leave the building via the nearest safe available exit and gather at the Assembly points at the far side of the Car Park; and

(b) the lifts must not be used in the event of an evacuation.

Any officers present at the meeting will aid with the evacuation.

It is important that the Chairman is informed of any person attending who is disabled or unable to use the stairs, so that suitable arrangements may be made in the event of an emergency.

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the Minutes of the Meeting held on 10 September 2018 (Minute Nos.188 - 201) as a correct record subject to the amendment of Councillor Mike Baldock's title from County Councillor to Councillor [Link to minutes](#)

4. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves or their spouse, civil partner or person with whom they are living with as a spouse or civil partner. They must declare and resolve any interests and relationships.

The Chairman will ask Members if they have any interests to declare in respect of items on this agenda, under the following headings:

(a) Disclosable Pecuniary Interests (DPI) under the Localism Act 2011. The nature as well as the existence of any such interest must be declared. After declaring a DPI, the Member must leave the meeting and not take part in the discussion or vote. This applies even if there is provision for public speaking.

(b) Disclosable Non Pecuniary (DNPI) under the Code of Conduct adopted by the Council in May 2012. The nature as well as the existence of any such interest must be declared. After declaring a DNPI interest, the Member may stay, speak and vote on the matter.

(c) Where it is possible that a fair-minded and informed observer, having considered the facts would conclude that there was a real possibility that the Member might be predetermined or biased the Member should declare their predetermination or bias and then leave the room while that item is considered.

Advice to Members: If any Councillor has any doubt about the existence or nature of any DPI or DNPI which he/she may have in any item on this agenda, he/she should seek advice from the Monitoring Officer, the Head of Legal or from other Solicitors in Legal Services as early as possible, and in advance of the Meeting.

5. Public Session

Members of the public have the opportunity to speak at this meeting. Anyone wishing to present a petition or speak on this item is required to register with the Democratic Services Section by noon on Friday 14 December. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

Petitions, questions and statements will only be accepted if they are in relation to an item being considered at this meeting.

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- Phase 1 Barton Hill Drive, Minster – currently under construction
 - Phase 2 – Lower Road, Minster – improvements planned for early 2019
13. Highways Work Programme 101 - 114

14. Progress Update Report

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To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings.

15. Date of Next Meeting

To be advised.

Issued on Tuesday 4 December 2018

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact DEMOCRATIC SERVICES on 01795 417330**. To find out more about the work of the Swale JTB, please visit www.swale.gov.uk

Chief Executive, Swale Borough Council,
Swale House, East Street, Sittingbourne, Kent, ME10 3HT

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 17 th December 2018
Report Title	Formal Objection to Traffic Regulation Order – Swale Amendment 13
Cabinet Member	Cllr Alan Horton
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report, and recommend that Officers:- (a) abandon the proposed double yellow lines extension in Lyndhurst Grove, Sittingbourne and remove them from the draft Traffic Regulation Order; (b) proceed with formalising the existing advisory disabled persons' parking bay outside 37 Imperial Drive, Warden.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of a number of formal objections received in relation to the recently advertised Traffic Regulation Order Swale Amendment 13, for amendments to various parking restrictions in the Borough.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to waiting restrictions in Swale, and a copy of the Traffic Regulation Order, together with the Statement of Reason which summarises the proposals, can be found in Annex A. Plans of the proposed waiting restrictions and amendments can be found in Annex B.

3. Issue for Decision

- 3.1 The Traffic Regulation Order was formally advertised between 12th October and 2nd November 2018, and a total of six formal objections were received in relation to the proposed extension to the existing double yellow lines in Lyndhurst Grove, Sittingbourne, and two formal objections to the formalising of the existing advisory disabled persons' parking bay outside 37 Imperial Avenue in Warden. One response

supporting the double yellow lines in Lyndhurst Grove and a comment were received and two responses of support, one from Kent Police, were received for the proposed double yellow lines in High Street, Sittingbourne. A copy of the objections and comments received can be found in Annex C.

Proposed Extension to Double Yellow Lines – Lyndhurst Grove, Sittingbourne

- 3.2 A request was received via our Parking Operations Team from a resident in the vicinity of Lyndhurst Grove, Sittingbourne, for the double yellow lines on the south side of the road at the junction with Gore Court Road to be extended further into the Grove.
- 3.3 It had been reported that vehicles stopping to drop off and collect pupils of the nearby school were parking on both sides of the road, part on the footway, obstructing pedestrian and vehicle access into and out of the close.
- 3.4 The objections received make a number of comments, including that there are around 10 parking spaces in the close for 16 properties so on-street parking capacity is already an issue and extending the double yellow lines on one side would further reduce the available parking by around four spaces. It is also stated that any issues are common to any properties located near a school and occur for twice a day for a maximum of 20 minutes, and that larger vehicles such as refuse freighters can still access the close during these times.
- 3.5 One response supporting the proposed extension to the double yellow lines was received, and a comment was received from the originator of the original request to extend the double yellow lines, now requesting a single yellow line at the location. Copies of all responses can be found in Annex C.

Disabled Persons' Parking Bay – 37 Imperial Drive, Warden

- 3.6 An application for a disabled persons' parking bay outside 37 Imperial Drive, Warden, was received in February 2017 and again in May 2017. The application was refused on both occasions by Swale's Technical Services Engineer, in accordance with Kent County Council's application criteria, as the applicant had off-street parking facilities. However, this decision was appealed and after a site visit, Kent County Council's Parking Manager concluded that the off-street parking was not suitable and the application was subsequently approved.
- 3.7 In accordance with the agreed procedure in Swale, the bay was installed as an informal and advisory bay only, and residents were advised that this would not be enforceable until such time as it was included in a Traffic Regulation Order. Several attempts were made to mark the bay on site, as contractors were unable to arrange for the removal of parked cars despite visiting nearby properties.
- 3.8 Following reports from the applicant that vehicles were regularly parking in the advisory bay without displaying blue badges, it was proposed to formalise the bay and it was subsequently added to our next Traffic Regulation Order, Swale

Amendment 13, and advertised on site during the formal consultation period in October. During this time two formal objections were received, and these can be found in Annex C.

4. Recommendation

4.1 Members are asked to note the contents of the report, and recommend that Officers:-

(a) abandon the proposed double yellow lines extension in Lyndhurst Grove, Sittingbourne and remove them from the draft Traffic Regulation Order;

(b) proceed with formalising the existing advisory disabled persons' parking bay outside 37 Imperial Drive, Warden.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Sealing Traffic Regulation Order and installing lining and signing.
Legal and Statutory	Formal Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

6. Appendices

6.1 Annex A – Copy of Traffic Regulation Order and Statement of Reason
 Annex B – Plans of Proposed Waiting Restrictions and Amendments
 Annex C – Copies of Formal Objections Received

7. **Background Papers**

7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No. 13) ORDER 2018**

The Kent County Council, acting as the local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, ('the Act') and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as "The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment No.13 Order 2018" ('this Order') and shall come into force on the xx day of xxxxx, 2018.

B - The "Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2016" ('the Order') shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Preston Street

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in place of the existing entry:

- PRESTON STREET
- (1) On the eastern side
 - (a) from the junction with East Street to a point in line with the boundary of 6/6a Preston Street;
 - (b) from a point in line with the northern building line of 19a Preston Street to a point in line with the boundary of 25/26 Preston Street;
 - (c) between points 17 metres and 28 metres south of the boundary of 24 - 25 Preston Street;
 - (d) between southern boundary of 37 Preston Street and a point 15 metres south of that point;
 - (e) from the junction with Station Road a point opposite the boundary of 55a/56 Preston Street;
 - (f) from the southern kerblines of Station Road, for a distance of 5 metres in a southerly direction;
 - (g) from a point in line 1 metre north of the southern boundary of 14 Preston Street to a point 1 metre south of the northern boundary of the Alexander Centre, 15 Preston Street, across the entrance of Gatefield Lane.

(2) On the western side

(a) from the southern kerbline of Forbes Road, south to the end of the road;

(b) from a point in line with the southern boundary of 56 Preston Street the northern kerbline of Forbes Road;

(c) from a point 1 metre south of the northern building line of the Assembly Rooms to a point 1 metre north of the southern building line of 64 Preston Street;

(ed) between a point in line with the southern boundary of 64 Preston Street to a point 3 metres south of the southern boundary of 70 Preston Street;

(de) from a point opposite the boundary of Alexander Centre and 18 Preston Street to the junction with Market Street.

Roads in Minster-in-Sheppey in the Borough of Swale

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in the correct alphabetical sequence:

THE LEAS

(1) On the southern side for the full length.

(2) On the northern side, from the junction with The Broadway to a point opposite the western boundary of 1 The Leas.

Roads in Sheerness in the Borough of Swale

Broadway

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in place of the existing entry:

BROADWAY

(1) On the northern side

(a) from the junction with High Street to a point in line with the eastern building line of ~~35~~ 33 Broadway;

(b) from a point ~~17 metres west of the western kerbline of Strode Crescent~~ 1 metre east of the western building line of 32a Broadway, east to the boundary with Broadway/Marine Parade opposite the junction of Alma Road.

(2) On the southern side from the junction with High Street to a point 15 metres east of the junction with Strode Crescent.

Roads in Sittingbourne

Gore Court Road

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in place of the existing entry:

GORE COURT ROAD (1) On the eastern side

(a) from the junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court;

(b) between points 10 metres north and 10 metres south of the junction with Roonagh Court.

(2) On the western side from the junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court.

(3) On the north-eastern side between points 15 metres northwest and southeast of the vehicle entrance to UK Paper Pavilion and Grounds.

High Street, Sittingbourne

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in place of the existing entry:

HIGH STREET, SITTINGBOURNE

(1) On the northern side

(a) from the centre of the junction of Station Street, in an easterly direction for a distance of 8 metres;

(b) between points 2 metres west and 9 metres east of the boundary of 112/114 High Street;

(c) from a point 2 metres west of the eastern building line of 90 High Street, east to a point in line with the eastern building line of 23 High Street;

(d) from a point in line with the western kerblines of Bell Road, for a distance of 31 metres.

(2) On the southern side

(a) from a point in line with the centre of the Station Street junction, at the junction with West Street, east to the junction with Central Avenue;

(b) from the junction with Central Avenue, east to a point 32 metres east of the centre of the Central Avenue junction;

(c) between points 14 metres west and 4 metres east of the centre of the junction with Roman Square;

(d) from a point 1 metre west of the eastern building line of 57 High Street to a point 1 metre east of the western building line of 55 High Street;

(e) from a point 2 metres west of the eastern building line of The George Public House, 41 High Street, to a point 1 metre east of the western building line of 39 High Street;

~~(d) between points 5 metres west and 10 metres east of the boundary of 45/47 High Street;~~

(ef) from a point 2 metres west of the eastern building line of 33 High Street east of the western building line of 31 High Street, west to a point in line with the western kerbline of Bell Road.

Lyndhurst Grove

The following shall be inserted in the First Schedule (*No Waiting At Any Time*) in place of the existing entry:

LYNDHURST GROVE ~~On both sides from the junction with Gore Court Road for a distance of 12 metres in a westerly direction.~~

(1) On the northern side, from a point in line with the western kerbline of Gore Court Road for a distance of 8 metres in a westerly direction

(2) On the southern side, from a point in line with the western kerbline of Gore Court Road to a point in line with the southern building line of 8 Lyndhurst Grove.

THIRD SCHEDULE

Roads in Faversham

Abbey Place

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
ABBEY PLACE	(1) On the southern side from a point 31 metres east of the eastern kerbline of Abbey Street, east and south to the limit of the Public Highway at the school entrance.	Monday to Saturday	8.00am to 6.30pm
	(2) On the northern and eastern side (a) from a point in line with the eastern building line of The Warehouse (between 5-6 Abbey Place) for a distance of 6 metres in an	Monday to Saturday	8.00am to 6.30pm

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
	easterly direction; (b) from the limit of the public highway boundary at the entrance to Queen Elizabeth Grammar School for a distance of 5 metres in a northerly direction.	Monday to Saturday	8.00am to 6.30pm

Preston Street

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
	<p>(1) On the western side</p> <p>(a) between the southern boundary of 56 Preston Street and the northern boundary of 64 Preston Street a point 1 metre south of the northern building line of the Assembly Rooms;</p> <p>(b) between a point 1 metre north of the southern building line of 64 Preston Street to the northern boundary of 64 Preston Street;</p> <p>(c) (c) between a point 3 metres south of the southern boundary of 70 Preston Street and a point opposite the boundary of the Alexander Centre/18 Preston Street</p> <p>(2) On the eastern side</p> <p>(a) between a point in line with the boundary of 6/6a Preston Street and a point 1 metre north of the southern boundary of 14 Preston Street;</p> <p>(b) from a point 1 metre south of the northern boundary of the Alexander Centre, 15 Preston Street, to a point in line with the northern building line of 19 Preston Street.</p>	<p>Monday to Saturday</p> <p>Monday to Saturday</p> <p>Monday to Sunday</p> <p>Monday to Sunday</p>	<p>8.30am to 5.00pm</p> <p>8.30am to 5.00pm</p> <p>6am to 6pm</p> <p>6am to 6pm</p>

FIFTH SCHEDULE – PART 1 – ZONES FOR RESIDENTS’ PERMITS

The following shall be inserted in the Fifth Schedule (*Residents Parking*) in place of the existing entry:

Roads in Faversham

Zone: Faversham B **Zone Code:** B

Residents having an address described in this column	may purchase a Residents' Parking Permit to park without limit of time in a designated residents' parking bay in any of these roads.
<p>Aldred Road Athelstan Road (odd numbers up to 55; even numbers up to 48). Bank Street Beaumont Terrace Beckett Street Briton Road Caslocke Street Chapel Street Church Road Court Street Cross Lane Davington Hill Dorset Place Edith Road Fielding Street Flood Lane Forbes Road Garfield Place (Nos 1 - 6) Gatefield Lane Hatch Street Institute Road Market Place Market Street Mendfield Street Middle Row Napleton Road Nelson Gardens Nelson Street Nelson Terrace Newton Road Norman Road Orchard Place Park Road Partridge Lane Preston Street Queens Parade, East Street Roman Road Saxon Road</p>	<p>Aldred Road Athelstan Road Beaumont Terrace Beckett Street Briton Road Caslocke Street Chapel Street Church Road Court Street Davington Hill Edith Road Fielding Street Flood Lane Garfield Place Hatch Street Mendfield Street Napleton Road Newton Road Norman Road Orchard Place Park Road Preston Street Roman Road Saxon Road School Road St. John's Road St. Mary's Road Station Road Stone Street Tanner Street The Mall Union Street Victoria Place West Street William Street</p>

School Road St. John's Road St. Mary's Road Station Road Stone Street Tanners Street The Mall Thomas Road Union Street Victoria Place Water Lane West Street William Street	
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SIXTH SCHEDULE

Broadway, Sheerness

The following shall be inserted in the Sixth Schedule (*Time Limited Waiting Restrictions*) in place of the existing entry:

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
SHEERNESS				
BROADWAY	(1) On the north side from a point 50 metres east of the junction with Royal Road to a point 20 metres south west of Strode Crescent 1 metre east of the western building line of 32a Broadway.	All days 8.30am- 6.30pm	30 mins	30 mins
	(2) On the south side			
	(a) from a point 24 metres east of the junction with High Street to a point 75 metres east of the junction with the High Street;	Monday - Saturday 8.00am - 6.00pm	20 mins	60 mins
	(b) from a point 15 metres east of the centre of the Strode Crescent junction, east to point in line with the boundary of 44/46 Broadway.	All Days 8.30am- 6.30pm	30 mins	30 mins

Roads in Sittingbourne and Milton

High Street, Sittingbourne

The following shall be inserted in the Sixth Schedule (*Time Limited Waiting Restrictions*) in place of the existing entry:

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted waiting
Roads in Sittingbourne and Milton				
HIGH STREET	<p>(1) On the northern side</p> <p>(a) for the full length of the lay-by outside of 114 to 128 High Street.</p> <p>(2) On the southern side</p> <p>(a) from a point 2 metres west of the boundary of 71/73 High Street for a distance of 27 metres in an easterly direction to the end of the lay-by;</p> <p>(b) from a point 3 metres west of the boundary of 63/65 High Street for a distance of 51 metres in an easterly direction east to a point 1 metre west of the eastern building line of 57 High Street;</p> <p>(c) from a point 1 metre east of the western building line of 55 High Street for a distance of 22 metres in an easterly direction;</p> <p>(ed) from the boundary of 43/45 High Street for a distance of 49 metres in an easterly direction to a point 2 metres west of the eastern building line of The George public house, 41 High Street;</p> <p>(e) from a point 1 metre east of the western building line of 39 High Street east to a point 2 metres west of the eastern building line of 33 High Street.</p>	Monday to Saturday 8.00am to 6.00pm	20 mins	60 mins

SEVENTH SCHEDULE

The following shall be deleted from the Seventh Schedule (*Parking Places for Disabled Persons Vehicles*)

Roads in Faversham		
CANTERBURY ROAD	FAVERSHAM	Across the frontage of "Lavender Cottage"
NEWTON ROAD	FAVERSHAM	Across the frontage of 48A Newton Road;
Roads in Sittingbourne and Milton		
CHATSWORTH DRIVE		From the boundary of 61/63 Chatsworth Drive, north west for a distance of 6.6 metres.

The following shall be inserted in the Seventh Schedule (*Parking Places for Disabled Persons Vehicles*) in place of the existing entry or in the correct alphabetical sequence:

Roads on the Isle of Sheppey		
RANELAGH ROAD	SHEERNESS	On the southwest side, across the frontage of 21 Ranelagh Road
IMPERIAL DRIVE	WARDEN BAY	On the southern side, across the frontage of 37 Imperial Drive
Roads in Sittingbourne and Milton		
BURLEY ROAD		(1) On the eastern side across the frontage of 89 Burley Road; (2) (1) On the western side from a point in line with the boundary of 62/64 Burley Road for a distance of 6.6 metres in a southerly direction.
COMMONWEALTH CLOSE		(1) On the southern side, across the frontage of 29/30 Commonwealth Close; (2) On the northern side, across the frontage of 5/6 Commonwealth Close.
GOODNESTONE ROAD		(1) On the western side, from the boundary of 35/37 Goodnestone Road, north for a distance of 6.6 metres; (2) Across the frontage of 11 Goodnestone Road; (3) Across the frontage of 9 Goodnestone Road.
PARK ROAD		(1) On the eastern side (a) across the frontage of 115 Park Road;

	<p>(b) across the frontage of 263 Park Road</p> <p>(2) On the western side</p> <p>(a) across the frontage of 180 Park Road;</p> <p>(ba) across the frontage of 198 Park Road.</p>
ST JOHNS AVENUE	On the southern side across the frontage of 38 St Johns Avenue
TERRACE ROAD	<p>(1) From the boundary of 25/26 Terrace Road, east for a distance of 6.6 metres;</p> <p>(21) Across the frontage of 15 Terrace Road.</p>

Given under the Common Seal of the Kent County Council

This xx day of xxxxx, 2018

THE COMMON SEAL OF THE
KENT COUNTY COUNCIL was
hereunto affixed in the
presence of:-

Authorised Signatory

**STATEMENT of
REASON**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF
SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.13) ORDER 2018**

It is proposed to replace a short section of single yellow line with double yellow lines across the vehicle crossing between the Assembly Rooms and 64 Preston Street in Faversham to prevent obstruction to the access. In Broadway, Sheerness, it is proposed to reduce the existing 30 minute parking bays opposite the Bingo Hall by approximately two spaces, and install double yellow lines across the vehicle access into the new development.

To improve sightlines and aid the safe movement of vehicles when events are taking place, it is proposed to introduce double yellow lines on the entrance to UK Paper Pavilion and Grounds, off Gore Court Road in Sittingbourne. To prevent parked vehicles obstructing accesses off of Sittingbourne High Street, it is proposed to install double yellow lines across these vehicle accesses which are currently marked with advisory "Keep Clear" markings. To improve vehicle movements in and out of the close, it is proposed to extend the existing double yellow lines on the south side of Lyndhurst Grove from the junction with Gore Court Road.

To clarify eligibility for purchasing permits for the Faversham Residents' Parking Scheme, it is proposed to add Queens Parade in East Street, Faversham, into the list of properties able to purchase permits for Faversham Zone B.

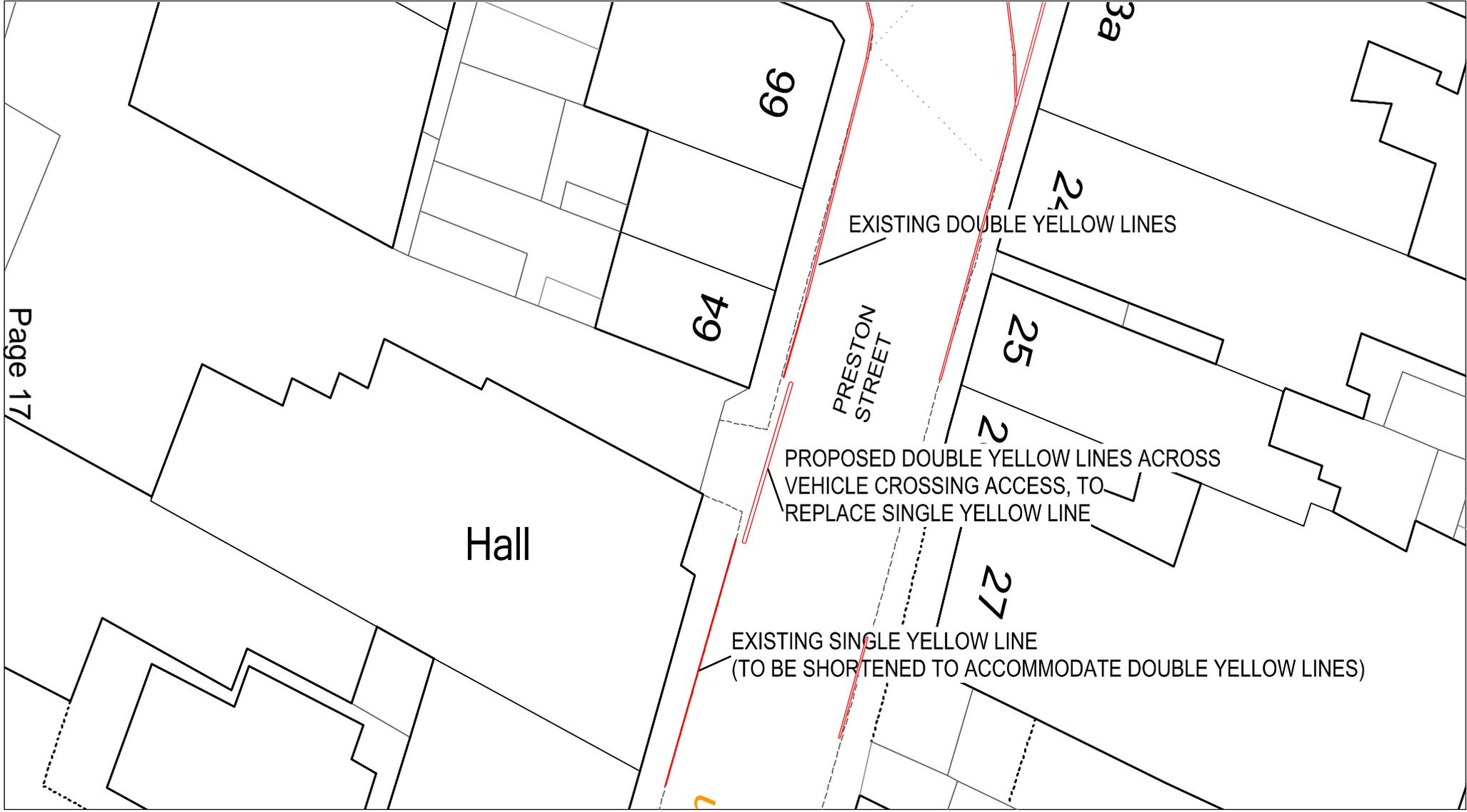
It is also proposed to install new, or formalise existing, disabled persons' parking bays outside 21 Ranelagh Road in Sheerness, 37 Imperial Drive in Warden Bay and 38 St John's Avenue in Sittingbourne, and to remove redundant disabled persons' parking bays outside of "Lavender Cottage", Canterbury Road and 48a Newton Road in Faversham, 89 Burley Road, 61/63 Chatsworth Drive, 9 Goodnestone Road, 5/6 Commonwealth Close, 180 Park Road and 25/26 Terrace Road in Sittingbourne.

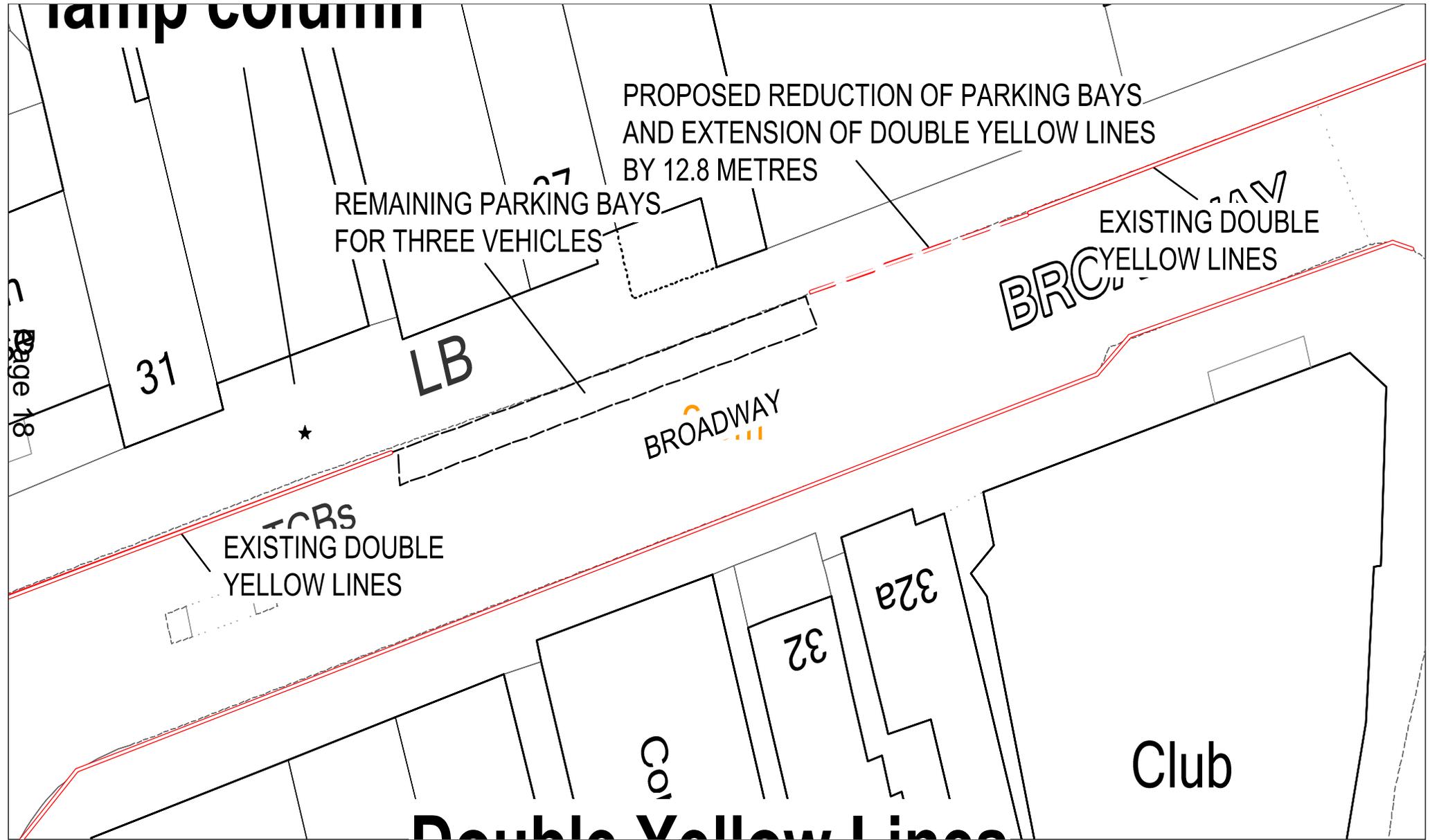
Dated 3rd October 2018

MIKE KNOWLES

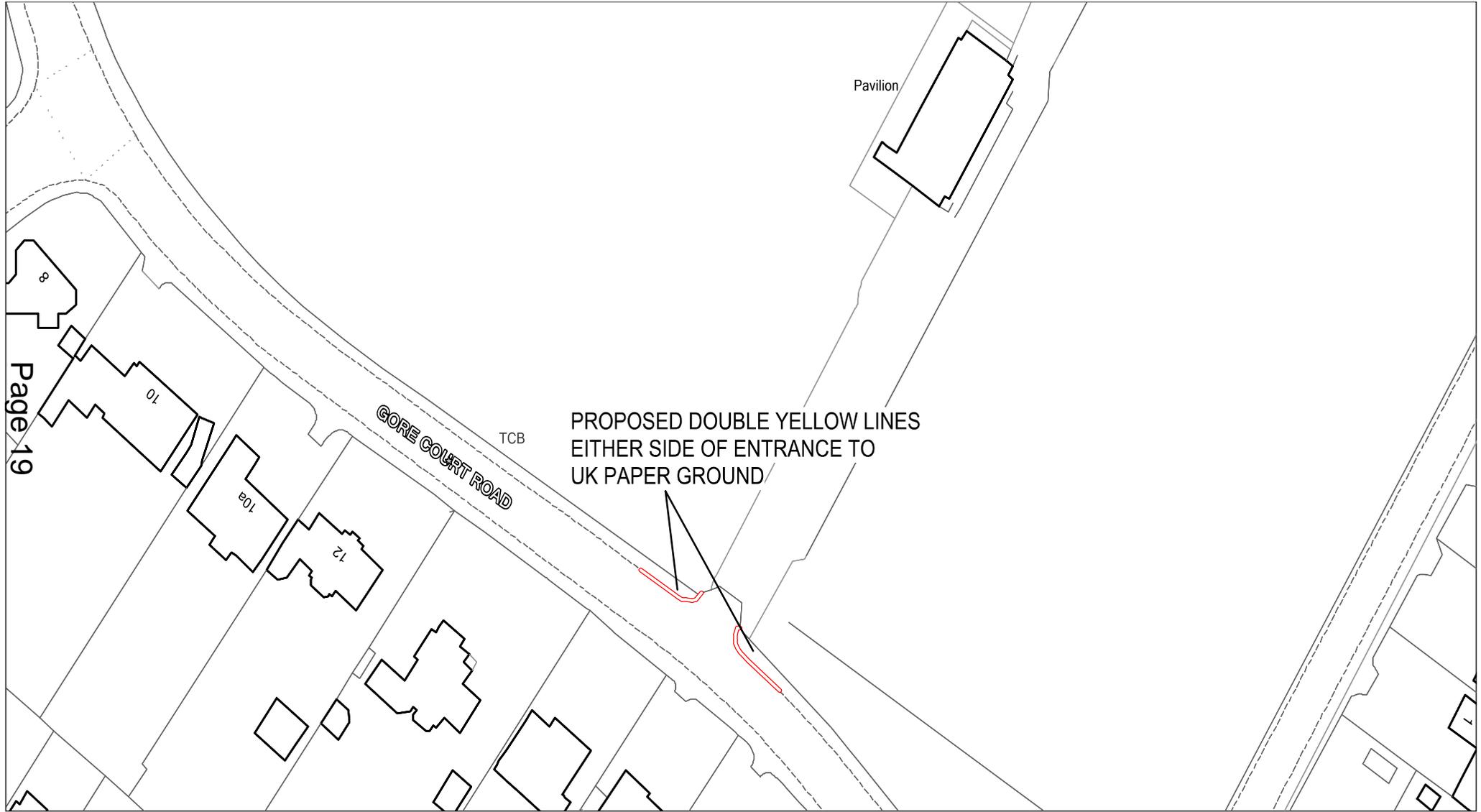
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Proposed Double Yellow Lines – Across Vehicle Entrance, side of Assembly Rooms, Preston Street, Faversham

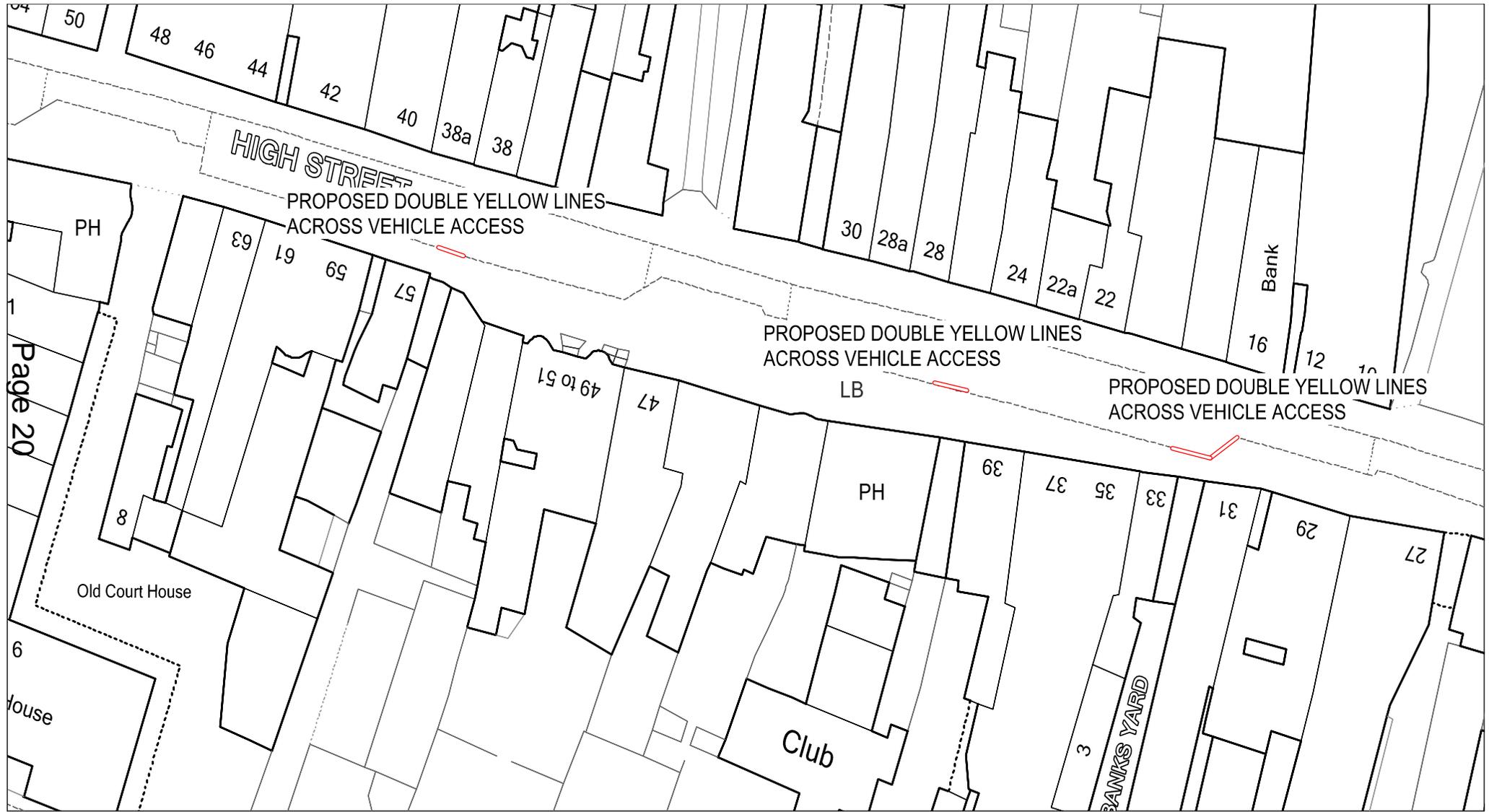




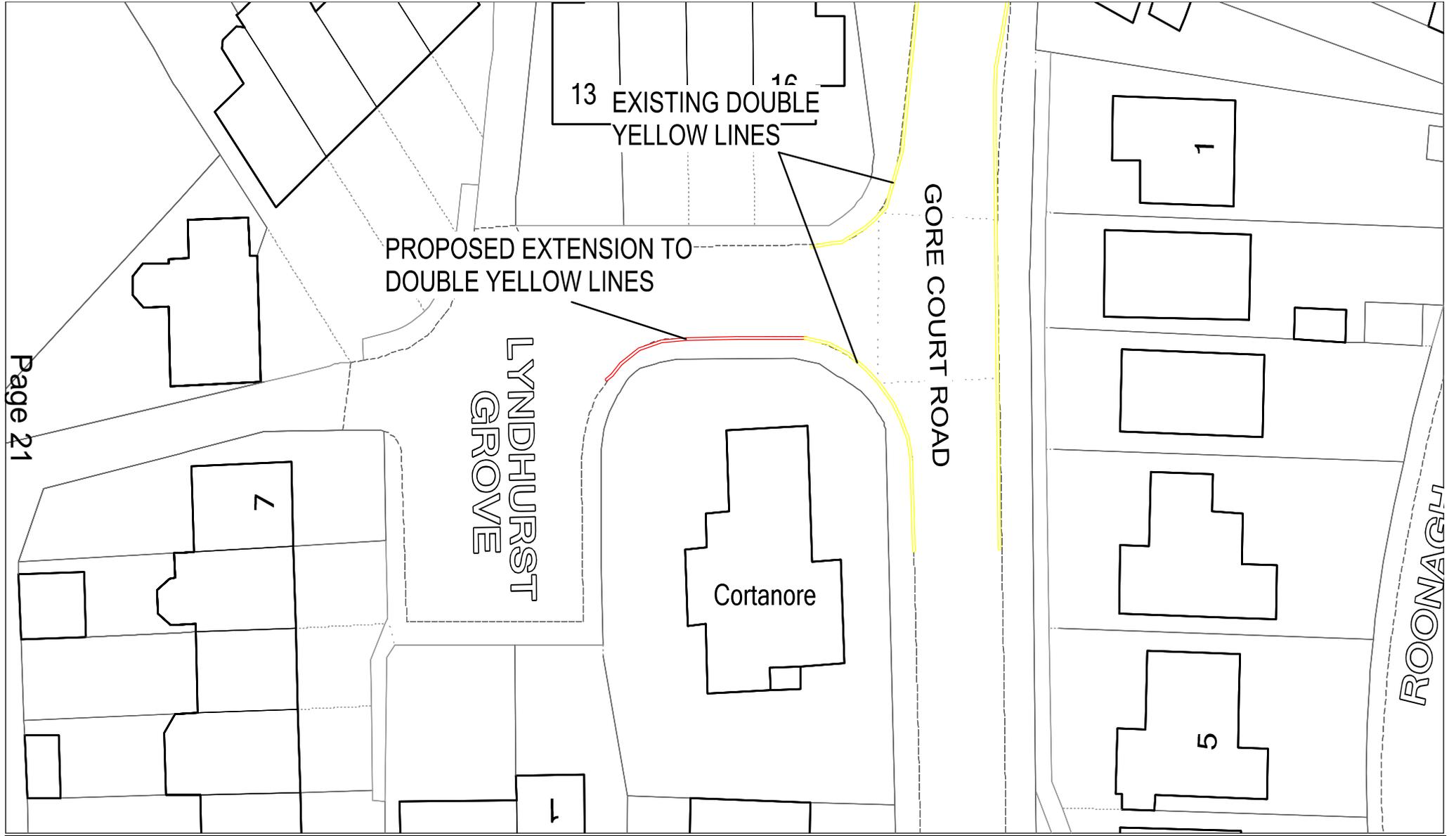
Proposed Double Yellow Lines – Either side of Entrance to UK Paper Sports Ground – Gore Court Road, Sittingbourne



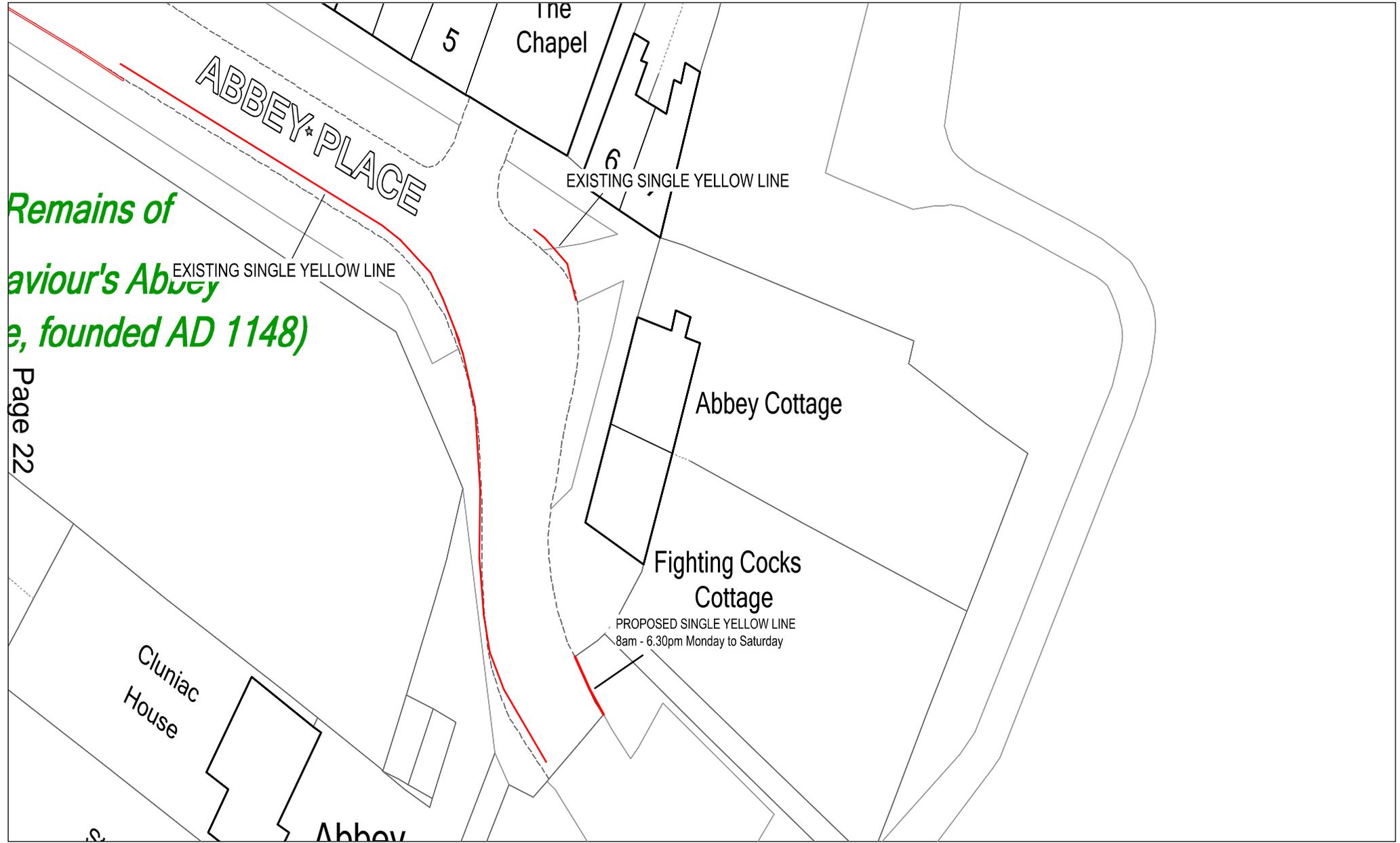
Proposed Double Yellow Lines – Across Vehicle Accesses off High Street, Sittingbourne



Proposed Extension to Double Yellow Lines – Lyndhurst Grove, Sittingbourne



Proposed Single Yellow Line – Abbey Place, Faversham



**Formal Objections and Comments to Traffic Regulation Order Swale
Amendment 13**

Proposed Extension to Double Yellow Lines – Lyndhurst Grove, Sittingbourne

Formal Comment 1

“There are a couple of issues to reflect on with respect to the parking in the entrance of Lyndhurst Grove. Firstly, the parking blocks access for pedestrians and I'm drawn here to highlight the difficulties for parents and children, especially those with buggies to gain access into or out of our close by means of the pavement. The manner in which the drivers park their vehicles means that parents and children are forced to walk in the middle of the road to get by. This is totally unacceptable putting these individuals in danger. And let's not forget those less abled bodied within our society!

However that stated I have come to realise that permanently restricting parking on the south side with a double yellow line will cause difficulties for the residents and their visitors. We have acute shortage of space in Lyndhurst Grove which results in cars being parked all over the tarmaced area.

I attach photos of cars causing such restriction to the pavement that I have taken today! Therefore, while I am solidly supporting the KCC Highways Department in trying to resolve the issue I believe that it would be better to put a single yellow line into Lyndhurst Grove from the corner of Gore Court Road to the corner in the close itself. However this will need to be supported with a parking restriction time zone when there is no parking allowed on the south side. I suggest 08.00hrs until 10.00hrs and then 14.00hrs until 16.00hrs. This restriction will apply to week days only.

By adopting this approach we will restrict the school brigade from using the entrance to Lyndhurst Grove for parking. I am aware that this will push the issue further into the close but we will have to manage that as best we can.”

Formal Objection 1

“We are opposed to this proposal for three reasons:

*1. We believe the problem case has been overstated. Whilst narrowing the Grove is slightly annoying, it does not prevent access of large vehicles. Lorries regularly access the Grove as have ambulances on many occasions during the more than ** years that we have lived here.*

2. We do not agree that it represents a proportionate or effective solution to the alleged problem that it is seeking to address. At peak times drivers ignore double yellow lines unless they are effectively policed, which none of existing lines in our immediate surroundings are.

3. This will adversely affect residents and their visitors who need the parking spaces that will no longer be available.”

Formal Objection 2

"I wish to object to the proposal to extend the yellow lines from Gore Court Road into Lyndhurst Grove because it unnecessary and will create more issues than it attempts to resolve.

We do not have any significant issues to warrant yellow lines permanently removing our much-needed parking spaces. We live next to a school and at twice a day for a maximum of around 20 minutes we have parents parking in the road. Which is the same for most roads with a neighbouring school. I have never seen the road blocked and even the dustman manage to access the road successfully during peak school time when behind schedule. The parents of the only child in the Grove requiring a pushchair, successfully walk down the pavements without any significant issues. There is nobody in the road using a wheelchair. Therefore there are no significant issues to warrant the yellow lines.

Furthermore, not only do we not require yellow lines, but also they will permanently remove four precious parking spaces, all to prevent parents parking there while they take and collect their children from school. All of the surrounding roads are congested and there is no available parking at The Oaks, therefore they will probably just abandon them in the road out of necessity, which really will cause upset!

As residents, we only have approx. 10 spaces for the 16 houses in the Grove. Given many properties have more than one vehicle and we all have friends and family visiting, there is a shortage of parking. We also have people parking here from neighbouring roads, because they cannot park outside their homes. Vehicle ownership is also set to increase in the future, therefore I cannot understand why anyone would propose permanently removing these spaces, other than if the petitioner has an abundance of off road parking and thus is unaffected. Unfortunately I am not in this position and need to protest against the yellow lines. We live in a nice peaceful friendly road without any major issues, why would we want to change this? We do not need any road changes whatsoever, please save your resources and kindly leave well alone."

Formal Objection 3

"I wish to object to the proposal to extend the yellow lines from Gore Court Road into Lyndhurst Grove because I believe it is unnecessary, wasteful of council resources and moreover will have a detrimental affect on those living directly within Lyndhurst Grove.

I understand from the Engineering team that this is a request from one resident centred around "parked vehicles obstructing access for emergency vehicles into the close and some vehicles parking on the footway blocking the use of the pavement for disabled wheelchair users and parent with buggies".

We do have an influx of cars into the Grove, twice a day for approx. 20 minutes owing to the neighbouring Oaks Infant School. However the dustcart has successfully manoeuvred the Grove

ANNEX C

during school time, which questions the validity of the emergency vehicle comment. We do not have any residents using wheelchairs and there is only one child within the Grove using a buggy, (not that of the petitioner's) and the parents are able to successfully push it along the pavement without too many concerns. As this is a "no through road" these issues are unlikely to affect anyone else. Therefore I fail to understand why this has any direct impact to the petitioner.

The school has been here for almost 50 years and thus predates all but one of the residents. Therefore, like most of my neighbours when I bought my house, I was aware it was by a school and therefore knew to expect a minor inconvenience, however given that it is of such short duration, I fail to see this issue warrants the council's intervention and use of resources. Furthermore, the current Head Teacher has taken steps that have seen a reduction in issues that we encountered many years ago.

I am more concerned that this proposal will have a detrimental effect by actually creating issues.

1. If double yellow lines are installed, all that will happen is parents will simply abandon their cars in middle of the Grove, obstruct access ways and driveways, thus blocking resident's cars and access for emergency vehicles/the dustcart. Simply because they have nowhere else to park because the school has no onsite parking and all neighbouring roads are congested.
2. My biggest concern is that double yellow lines will permanently remove four parking spaces for residents and their visitor's use. One of these spaces in particular is in constant use by residents, particularly in the evenings/weekends. The others are required for visitors. (There are currently two cars parked in the proposed yellow line area, hence the spaces are required and they are not causing any obstruction on the road or pavement)
3. There is already a shortage of available spaces owing to it being such a small cul-de-sac; 12 of the 16 houses do not have driveways and many households have more than one vehicle. The houses that have driveways are only small and their visitors have to park on the road adding additional burden. There is only one parking space in front of the five terraced houses numbered 3-7 and one in front of the houses numbered 9-12. This is more problematic at weekends when all residents are home and have visitors. Additionally people from neighbouring roads (Ufton Lane and Park Road) who are unable to park in their own roads, park here, as do patrons of the Gore Court Public House. Which is currently bearable because we have these additional spaces, but removing them will undoubtedly create a significant problem.
4. As car ownership is set to increase, the problem will become worse in the future. Given this, why would anybody want to decrease current available parking spaces? (i.e. create an issue, where there is not one?)
5. In the future, parking availability could have a negative impact on our house prices / ability to sell.

If all my fellow neighbours living directly within Lyndhurst Grove are adamant and can prove that there is now a sudden necessity for intervention, I would be slightly more supportive of restrictive parking during school times to appease them, but I am bitterly opposed to permanently losing or restricting parking spaces. Particularly permit parking as it is completely unnecessary, inconvenient and a cost that we do not need. We would have insufficient spaces for allocated parking in any case, which means we would not be guaranteed a parking space and as I understand it, other people in other roads with the same-zoned permits could park here, therefore it could cause us more issues.

To summarise, please do not make any changes to our road.”

Formal Objection 4

“With regard to the above, i do not see any benefit to our small community by the proposed extension of the double yellow lines.

Although we are only sixteen houses in total, parking is often already at a premium particularly at weekends and holidays, when family and friends visit.

Some of the families here now have grown up children of driving age, and have a car of their own, the loss of four parking spaces will be very noticeable, and make life more difficult.

I would therefore ask you to consider very carefully about whether it is in anyone's interest who lives in Lyndhurst Grove to carry out these proposals.”

Formal Objection 5

“I am writing with regards the proposed double yellow lines being installed in Lyndhurst Grove. I understand you have had 1 resident asking for these and I know there is at least 1 other resident opposed to them. My feeling is that yes something does need to be done about the parking but double yellow lines being installed would just mean that the people who park in the proposed area (predominantly park road residents) would just park outside our houses and so have a detrimental affect on us that actually live here. I would much rather be in favour of restrictive parking or even parking permits in Lyndhurst Grove. I don't really see too much of an issue with school parents, the school could do more to speak to parents about parking with more consideration and once collecting their children then leave in a timely manner rather than having the cars parked there for considerable time whilst they "chat". If that was to happen and restrictive parking put in place so non residents didn't abandon their cars for days on end in Lyndhurst Grove then I feel the situation would greatly improve.

I gather the complainant was concerned about turning into Gore court road and access for emergency vehicles coming into Lyndhurst Grove. restrictive parking would solve this as there is enough parking for the residents here not to block that side of the road but park on the bend which is what we currently do. It's the non residents who park up on the curb there and the school parents.

To clarify I am opposed to double yellow lines being installed but greatly in favour of restrictive parking or parking permits here. Our quiet road is being turned into a car park by residents of Park road!!”

Formal Objection 6

“Regarding the proposal for double yellow lines to be put into Lyndhurst grove Sittingbourne Kent I am strongly against the proposal as there is limited parking available in this tiny grove as it is without the loss of 4 or 5 cars spaces. As it stands many cars that belong to park road residents park in the grove so we find it sometimes impossible to park our own cars where we live so without the 4 or 5 spaces taken where do people suggest we park? I really don't think taking useable parking space away would help the parking situation.”

Formal Support 1

“As a resident of Lyndhurst Grove Sittingbourne I support the proposal of double yellow lines into the Grove.”

Proposed Formalisation of Disabled Persons' Parking Bay, 37 Imperial Drive, Warden

Formal Objection 1

(See Attached Letter)

Formal Objection 2

“I am writing again as per the letter that has been place on the lamppost at the above address, to object to the disabled that is outside 37 Imperial Drive to become an official bay.

My reasons for this objection are:

- the space has been there since July and has been only used 5 times in this time even though the space has been clear. Number ** still park outside there house to load and unload the car then park around the back of their house*
- they have a space on their property therefore are not entitled to bay as per your own set criteria*
- the disabled bay has already devalued the sale value of home due to its location*
- [comment removed to maintain anonymity]*
- [comment removed to maintain anonymity]*

I know these objections will fall on deaf ears yet again and the official bay has no doubt already been agreed however this is causing myself my family and my neighbours no end of stress and a lot of friction has been caused in the area

Thank you for your time”

Proposed Double Yellow Lines – High Street, Sittingbourne (Comments for Information Only as no objections received)

Formal Support 1

“Thank you for meeting with Terry yesterday with regards to your proposals to add a double yellow line in front of the access to the rear of 51 High Street.

We are delighted to read about the Councils initiative and are 100% behind your proposals.

*Ocean Property Investments have always encouraged positive local collaboration. We have allowed parking when and where necessary and always supported builders in their efforts to repair/renew adjacent buildings. However with the exception of the Jewellers and the Landlords and owners of number ** (who have always been a pleasure to discuss matters with) it seems our good nature is generally abused by either selfish parking in front of the access point (High Street) to the plot or some of them feel that dumping on our land of their waste is their right!*

Terry also met with Sergeant Jason Hedges yesterday who was also very supportive and will be making a visit to a few of the local vendors who are currently causing the issues with regards to the insensitive parking and unnecessary confrontation.

So in summary, thank you for your initiative and hope it gains support where required. It will make life just that little bit easier.”

Formal Support 2

*“***** came into the Station a week ago and mentioned he was having issues with access to the access road off the High Street, Sittingbourne, and that SBC had put out a consultation on having yellow lines to discourage parking over that clearway and two others. Having being based in Sittingbourne for 15 years now and some of that being the High Street Beat Officer, I would like to add my support to this course of action as I have seen a marked increase in irresponsible and inconsiderate parking throughout the High Street area, causing both anxiety to those trying to use the legal accesses and encouraging other to follow suit, compounding the problem. I am happy for you to share my comments if this assists.” Kent Police*

Proposed Formalisation of Disabled Persons' Parking Bay, 37 Imperial Drive, Warden

Formal Objection 1

Imperial Drive
Warden
Sheerness
Kent ME12 4SB

30/10/18

Engineering Team
Leisure and Technical Services
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

Formalisation of Disabled Bay outside 37 Imperial Drive ME12 4SB

To whom It may concern

I wish to object to the above.

When the bay was installed in July 2018 it was done so at approx 07:00. The installers did not knock and ask for the removal of the cars parked there and subsequently my vehicle had paint on it. No-one would take responsibility for this, so it was at my own cost the paint was removed. The person who so desperately needed this bay has parked in it 5 times since installation. It is more often than not empty as the person is still parking outside his garage on the access road at the rear of his property.

When Lorna Day and Brett O'Connell visited the area it was a week day and during the working day so most of the house occupiers were at work consequently not many parked cars. They decided this bay would not impact on the parking in the area. If they had visited in the evening or at the weekend they would have seen a very different picture. This can be verified by Councillor [redacted] who lives in the locality and is aware of the parking problems.

Spoke to Brett O'Connell after the installation of this bay, he stated categorically that the bay would not be formalised and the council had no intention of installing a post stating Blue Badge holders only. The person for who this bay is proposed for has shown NO consideration for any other person in the vicinity. The person has installed a large CCTV camera on his house pointing across the road to the area of the disabled bay. This is invading peoples privacy and would appreciate if you could advise if this is legal?

The persons involved have upset many people with their inconsiderate ways even going out of their way to make other peoples lives hell. Please feel free to visit us at our property to further discuss this. We have lived here for [redacted] years and have never had any problems with any neighbours before.

Yours sincerely

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Traffic Regulation Order, Sydney Avenue

To: (Swale Joint Transportation Board – 17th December 2018)

Main Portfolio Area: **Growth, Environment & Transport**

By: **Simon Jones, Director of Highways, Transportation & Waste**

Classification: **For Recommendation**

Ward: **Homewood**

Division: **Sittingbourne South East**

Summary: Report on the introduction of parking restrictions on Sydney Avenue to enable reduced congestion and enable bus drop off inside Westlands Secondary school grounds.

1.0 Introduction and Background

1. Introduction

- 1.1 The County Council has secured Section 106 funding in relation to planning application SW/16/507877 for the introduction of measures to increase the capacity of the A2 Keycol roundabout. CCTV evidence and modelling has demonstrated that significant Eastbound congestion on the A2 is caused by delays caused by school bus drop offs in the period between 08:00 and 08:30AM.
- 1.2 The critical factors identified as causing delays were as follows;
 - Buses stop in the peak hour and deposit large numbers of pupils requiring long dwell times
 - The relative narrowness of London Road in this location along with the high volumes of opposing traffic result in limited opportunities for vehicles to overtake a stationary bus.
 - Large numbers of alighting pupils subsequently use the adjacent Pelican crossing which is called 31 times between 08:00 and 08:30, further constraining vehicle movements.
 - The frequency of busses stopping on the A2
- 1.3 Feedback from the bus operators identified that they have been unable to use the existing in-school bus stop due to a reduced carriageway width on Sydney Avenue caused by significant volumes of parked cars. A mitigation measure was therefore proposed by KCC Highways to introduce parking restrictions during school opening times to allow busses unrestricted access to the school stop. The decision was proposed with a view to removing existing congestion concerns and reduce school bus drop offs at “The Billet” Eastbound bus stop during the AM peak and the subsequent calling of the Pelican crossing.

2.0 Public Consultation

- 2.1 An initial public consultation was carried out on 18th May 2018 for the making of a Traffic Regulation Order to install double yellow lines at the junction of Adelaide Drive and Sydney Avenue for reasons of Highway Safety.

- 2.2 The Traffic Regulation Order also included provisions to enable the installation of single yellow lines along parts of Cryalls Lane, Somerset Close and Sydney Avenue between the periods of 07:30 and 09:00AM.
- 2.3 Kent Police responded to the consultation citing that they had no specific observations.
- 2.4 County Member Cllr John Wright responded to the application in support of the no waiting at any time restrictions but questioning the times of the proposed single yellow lines.
- 2.5 In total 15 consultees responded to the consultation. Six were in support, five were in objection and four gave no decision but made recommendations for amendments. Those in support mentioned that the restrictions would improve safety at the junctions, reduce parent drop offs and congestion, remove commuter parking and improve safety for children walking to the school. Those in objection mentioned that congestion was more apparent in the afternoon pick up for the school rather than the morning drop off, removal of parking for residents, start time at 07:30 was unnecessarily early and a transfer of school related parking to Somerset Close.
- 2.6 Following a review of the consultation a decision was made to address the issues raised by amending the order. The time of the single yellow line restrictions was changed to be between 08:00 – 09:00 and include an additional PM restriction of 14:45 -15:45 Monday to Fridays only. The Order and plan can be found at Appendix 1.
- 2.7 Having amended the Order and plan a further public consultation was carried out between Friday 19th October and Monday 12th November. In total five responses were received, three in support, one against and one suggestion.
- 2.8 Supporting comments were received from the school and local residents again citing congestion as the main concern. Concern was raised about pushing the drop off issues into Somerset Close and that the afternoon restriction commenced too late. The objection received was also from a resident who advised that they would no longer be able to park their car overnight and that there would be a loss of greenspace due to a requirement to pave their garden. The recommendation suggested that the restrictions were unnecessary out of school term and should be reduced to 30 minutes, however overall the respondent was in support.

3.0 Financial

- 3.1 A cost estimate for the making of the Order and provision of signs and lines is estimated at a maximum of £8,000. Received developer contributions total an amount of £300,000. This would be used to fund the scheme, leaving £292,000 for further improvements to the A2/A449 Keycol junction.

4.0 Legal implications

- 4.1 A Traffic Regulation Order would be made in accordance with the Road Traffic Regulation Act 1984.

5.0 Conclusions

- 5.1 The proposed scheme has received support both from the school and a majority of local residents who responded. The morning restrictions address the concerns raised by the bus operators and would enable them to reduce stopping on the A2 which in turn should make considerable improvement to congestion in the morning peak hour. The addition of the PM restriction addresses issues of congestion and traffic raised by the local residents.

6.0 Recommendations

- 6.1 It is recommended that members support the proposed making of the Traffic Regulation Order with one amendment to reduce it to term time only.

Future Meeting if applicable:	Date:
-------------------------------	-------

Contact Officer:	Colin Finch
Reporting to:	Simon Jones – Director of Highways, Transportation & Waste

Annex List



JTB Annex 1.pdf

<i>Annex 1</i>	<i>Proposed Traffic Regulation Order and Plan</i>

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**DOCUMENTS
on DEPOSIT**

**Kent
County
Council**
kent.gov.uk



**These documents
should remain available
for public inspection until
12th November 2018**

**In the Borough of Swale
THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
AMENDMENT No.12 ORDER 2018**

Road Traffic Regulation Act 1984

PUBLIC NOTICE



In the Borough of Swale

THE KENT COUNTY COUNCIL (VARIOUS ROADS, THE BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) AMENDMENT No.12 ORDER 2018

Road Traffic Regulation Act 1984

NOTICE is hereby given that the Kent County Council intends to make the above-named Order under Sections 1, 2, 4 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effect of which would be: -

Due to safety concerns and the possible damage to property, it has become necessary to install the following waiting restrictions in the following roads or lengths of road;

1. Double Yellow Lines (DYL's (No waiting at any time)

ADELAIDE DRIVE: On the north-western side, from a point 17.3 metres northeast of Sydney Avenue kerbline to a point 18.6 metres southwest of Sydney Avenue south-western kerbline.

SYDNEY AVENUE: On both sides, from its junction with Adelaide Drive in a north-westerly direction to point 4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive.

2. Single Yellow Line (SYL's) Restrictions Monday to Friday 8:00am to 9:00am and 2:45pm to 3:45pm

CYRALLS LANE (south-western arm)

(a) south-eastern side, from a point in line with the north-western flank wall of property No.27 Cryalls Lane to a point 2.4 metres southwest of the north-eastern flank wall of property No.27 Cryalls Lane.

(b) North-western side, from a point 2.4 metres southwest of the north-eastern flank wall of property No.27 Cryalls Lane to a point 3.6 metres southeast of the north-western flank wall of property No.3 Somerset Close.

SOMERSET CLOSE: On the northern side, from its junction with Sydney Avenue to a point 3.9 metres southeast of the south-eastern flank wall of property No.19 Somerset Close

SYDNEY AVENUE: On the north-eastern side,

(a) From a point 4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive to its junction with Somerset Close.

(b) On the south-western side, from a point 4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive to a point in line with the north-western flank wall of property No.27 Cryalls Lane.

A copy of the proposed Order, statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, at The Kent County Council, Highway, Transportation &

Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD and at Swale House, East Street, Sittingbourne, Kent ME10 3HT during normal office hours or viewed online at www.kent.gov.uk/highwaysconsultations

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by 12 noon Monday 12th November 2018.

Simon Jones

Director

Highways, Transport and waste

STATEMENT OF REASONS



In the Borough of Swale

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
AMENDMENT No.12 ORDER 2018

Road Traffic Regulation Act 1984

STATEMENT OF REASONS

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons: -

Kent County Council is undertaking a 2nd Consultation with amendments after feedback received from residents during the 1st Consultation and is proposing to install waiting restrictions to;

- avoid the danger to persons or other traffic using the road or any other road or preventing the likelihood of any such danger arising

Dated: 8th October 2018

Nikola Floodgate

Schemes Planning and Delivery Manager

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, THE BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
AMENDMENT No.12 ORDER 2018

ROAD TRAFFIC REGULATION ACT 1984

THE KENT COUNTY COUNCIL ('the Council') acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 4 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulations Act 1984 (hereinafter referred to as the "the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order:-

Revocations, Modifications and Amendments

1. In this Order the expression 'Order of 2016' means "The Kent County Council (Various Roads, The Borough of Swale) (Waiting Restrictions and Street Parking Places) Consolidation Order 2016".
2. The Order of 2016 shall have effect as though
 - i) In Schedule 1 thereto, the lengths of road specified in Schedule 1 to this Order to be inserted
 - ii) In Schedule 3 thereto, the lengths of road specified in Schedule 2 to this Order to be inserted

Citation and Commencement

3. This Order maybe cited as "The Kent County Council (Various Roads, The Borough of Swale) (Waiting Restrictions and Street Parking Places) (Amendment No.12) Order 2018" ('the Order') and shall come into operation on the ** day of ***** 2018.

GIVEN under the Common Seal of The Kent County Council

This day of 2018

**THE COMMON SEAL OF THE
KENT COUNTY COUNCIL**

Was hereunto affixed

In the presence of: -

Authorized signatory

The following items to be added in the Order of 2016

SCHEDULE 1

STREET OR LENGTH OF STREET WHERE WAITING IS PROHIBITED AT ANY TIME

Roads in Sittingbourne

ADELAIDE DRIVE On the north-western side, from a point 17.3 metres northeast of Sydney Avenue kerbline to a point 18.6 metres southwest of Sydney Avenue south-western kerbline.

SYDNEY AVENUE On both sides, from its junction with Adelaide Drive in a north-westerly direction to point 4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive.

The following items to be added in the Order of 2016

SCHEDULE 2

STREET OR LENGTH OF STREET WHERE WAITING IS PROHIBITED ON THE DAYS AND BETWEEN THE TIMES INDICATED

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne			
CYRALLS LANE (south-western arm)	(1) South-eastern side, from a point in line with the north-western flank wall of property No.27 Cryalls Lane to a point 2.4 metres southwest of the north-eastern flank wall of property No.27 Cryalls Lane. (2) North-western side, from a point 2.4 metres southwest of the north-eastern flank wall of property No.27 Cryalls Lane to a point 3.6 metres southeast of the north-western flank wall of property No.3 Somerset Close.	Monday to Friday	8:00am to 9:00am and 2:45pm to 3:45pm
SOMERSET CLOSE	On the northern side, from its junction with Sydney Avenue to a point 3.9 metres southeast of the south-eastern flank wall of property No.19 Somerset Close.	Monday to Friday	8:00am to 9:00am and 2:45pm to 3:45pm
SYDNEY AVENUE	(1) On the north-eastern side, from a point 4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive to its junction with Somerset Close. (2) On the south-western side, from a point	Monday to Friday	8:00am to 9:00am and 2:45pm to

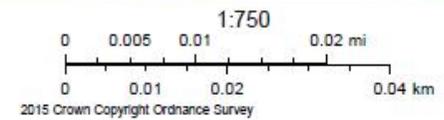
	4.5 metres northwest of the south-eastern flank wall of property No.61 Adelaide Drive to a point in line with the north-western flank wall of property No. 27 Cryalls Lane.		3:45pm
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Sydney Avenue



October 8, 2018

— Custom lines



September 2018

Why 20's Plenty for Faversham: Policy Context

Kent County Council has a responsibility for public health and this needs to be viewed in as wide a context as possible. This paper sets out to demonstrate how a 20mph limit can help KCC deliver improved policy outcomes in three (connected) key priority areas of public health:

1. Road Casualty Reductions
2. Air Quality
3. Health problems arising from lack of activity.

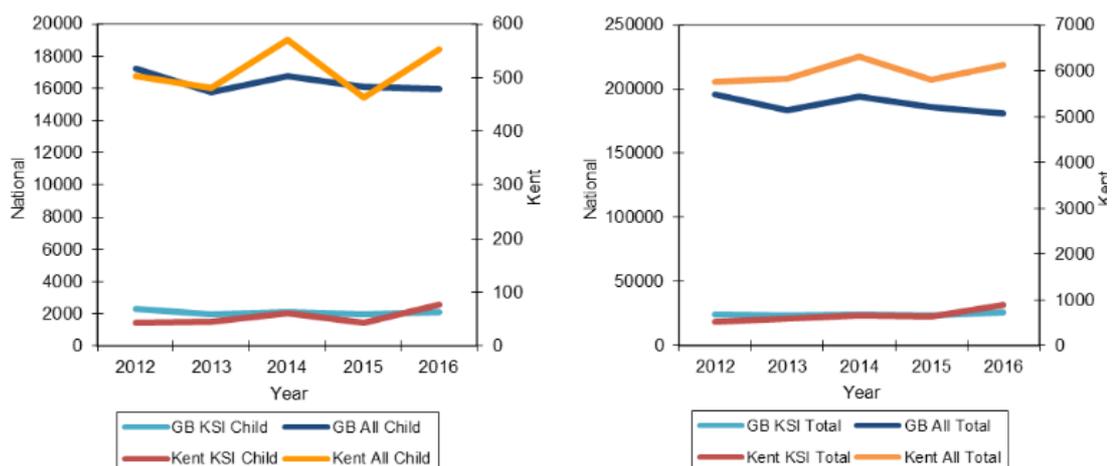
The following provides some background on these priorities and places them within the context of Swale and Faversham specifically (where possible, depending on statistics available.), and shows how KCC's own policies should facilitate the implementation of mandatory 20mph limits as a long term sustainable solution to the aforementioned interdependent, inter-related triad of public health concerns.

1. Road Casualty Reductions

1.1 Background

As the following graphs show, Kent has an urgent need to reduce road casualties as both child casualties, and 'all casualty' statistics are on the increase. This increase is noticeable in particular among pedestrians and cyclists, and in Swale, the majority of these occur in 30mph zones

Figure 8 All casualties and child casualties, National compared to Kent, 2012 to 2016



(Source: Road Casualties in Kent Annual Review, 2017 - Road Casualties in Kent, 2005 – 2016 (Analysis from Adrian Berendt).

This graph shows the different categories of road users killed or seriously injured on Kent's roads, including showing the percentage changes in different categories of road users over time: essentially car occupant casualties are reducing, whilst pedestrians and cyclist casualties are increasing.

Road Casualties in Swale, 2016 (Analysis from Adrian Berendt). This graph shows the 2016 data for pedestrians and cyclists for all categories of injury, showing how the vast majority of each of these casualties happen in 30mph zones.

2016 data							
Row Labels	20	30	40	50	60	70	Grand Total
Cyclist		24	1	1	9		35
Fatal		1					1
Serious		6	1		2		9
Slight		17		1	7		25
Pedestrian	5	58		1	1	1	66
Serious		10		1	1		12
Slight	5	48				1	54
Grand Total	5	82	1	2	10	1	101
Row Labels	20	30	40	50	60	70	Grand Total
Cyclist	0%	69%	3%	3%	26%	0%	100%
Fatal	0%	100%	0%	0%	0%	0%	100%
Serious	0%	67%	11%	0%	22%	0%	100%
Slight	0%	68%	0%	4%	28%	0%	100%
Pedestrian	8%	88%	0%	2%	2%	2%	100%
Serious	0%	83%	0%	8%	8%	0%	100%
Slight	9%	89%	0%	0%	0%	2%	100%
Grand Total	5%	81%	1%	2%	10%	1%	100%

NB We do now have the data for Faversham wards, which requires further analysis. Within Swale, Abbey Ward comes out as 7th worst (out of 24 wards) for pedestrian and cycling, so in the top worst third. The other wards are in the best third within Swale, but I haven't yet been able to do this ranking within Kent as a whole.

1.2 How can road casualties be reduced?

Adopting a 20mph approach is in line with KCC's own strategy for reducing casualties; the following quotes are all taken from their 'Road Casualty Reduction Strategy for Kent' (reviewed September 2017).

Kent has targets to reduce the number of killed and seriously injured (KSI) by 33% and the number of child KSI by 40% by 2020. New targets are proposed based on reducing risk for all casualties as well as for vulnerable road users within the context of a wider approach to improving health...

A programme of engineering is planned, where these measures can have an impact on reducing the risk of crashes from occurring in the future. Funding is prioritised to schemes where the most serious casualties have occurred alongside work to better define risk. It is envisaged this will include more low cost mass action measures in line with the systems approach **and the introduction of further 20mph zones in residential areas to encourage active travel and address public health issues.**

The introduction of more 20 mph limits and zones is being pursued in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists. The County Council recently reviewed its policy towards the implementation of further 20mph schemes and agreed to support the introduction of 20 mph limits and zones:

- where they would assist with delivering targets set out in Kent's Joint Health Wellbeing Strategy by encouraging walking and cycling.

2. Air Quality

2.1 Background

New housing developments will bring an estimated 2,000 plus, new dwellings to Faversham, and with them more vehicles, more congestion, more pollution.

Kent County Council's Strategic Environmental Assessment – Local Transport Plan 4 (LTP4) CO04300448 June 2017 states:

"The key pollutants which affect human health and are of most relevance to the SEA of the LTP4 are Nitrogen Dioxide (NO₂) and PM₁₀ (Particulate Matter up to 10 micrometres in size). Poor air quality as a result of these pollutants may result in more than 32,000 premature deaths in the UK per year. These figures demonstrate the importance of good planning to help bring about improved air quality. Kent, despite recent improvements, still contains some of the worst air pollution in the UK."

In 2011 a section of Ospringe Street/A2 was declared an Air Quality Monitoring Area for failing to meet safe standards for Nitrogen dioxide NO₂ emissions. In 2016 levels were still dangerously high and the decision was made to continue monitoring and also extend the area of monitoring.¹

In September 2018 The Faversham Society, led by Professor Chris Wright in conjunction with Professor Stephen Peckham, Director and Professor at the Centre for Health Services Studies at The University of Kent, set out to monitor air quality data and measure pedestrian

¹ https://uk-air.defra.gov.uk/airquality/details?aqma_ref=687

exposure times within the Ospringe AQMA and across Faversham. As well as NO₂ emissions, PM_{2.5} and PM₁₀ pollutants were also measured. This is the first and currently the only study to measure these specific particulates in Kent. They are of particular concern because of how small they are and the ease with which they are absorbed through the wall of the lung. There is a mounting body of evidence to show that they permanently and considerably restrict lung growth in children, culminate in brain damage and act as a catalyst for diabetes and obesity². There is no level at which they are considered safe and it is not known what length of exposure is necessary before harm is done. Most worryingly, this section of Ospringe street is a main walking route for two Faversham schools, Ospringe Primary School and Abbey Secondary school.

2.2 How can air quality be improved?

Outdoor air pollution is responsible for 20 times more early deaths than the number of people killed on our roads. The cost to public health has been calculated at £27bn every year.³ NICE, the National Institute for Health and Care Excellence, strongly supports 20mph limits it advises that authorities set

“20 mph limits without physical measures to reduce speeds in urban areas where average speeds are already low (below around 24 mph) to avoid unnecessary accelerations and decelerations... Where physical speed reduction measures are used to reduce road danger and injuries, consider using them to encourage drivers to maintain a reduced, steady pace along the whole stretch of road, rather than road humps that may increase acceleration- and braking-related emissions”

(Source: Air pollution: outdoor air quality and health. NICE guideline [NG70] Published date: June 2017.)

When the City of London Corporation evaluated a city-wide 20mph limit, they commissioned the respected Imperial College London to evaluate emissions effects. They found that for diesel vehicles there is a substantial reduction in harmful Nitrogen Oxides (NO_x) and Particulates (PM₁₀) emissions from implementing 20mph limits. Key figures are:-

Vehicle Type ^[2]	Drive Cycle speed limit	NO _x (g/km)	PM ₁₀ (g/km)	CO ₂ (g/km)
Petrol 1.4 – 2.0 litre, EURO IV	20mph	0.0726	0.00218	271.95
	30mph	0.0673	0.00237	266.35
Impact of 20mph drive cycle		+7.9%	-8.3%	+2.1%
Diesel 1.4 – 2.0 litre, EURO IV	20mph	0.7437	0.01758	201.58
	30mph	0.8104	0.01917	203.48
Impact of 20mph drive cycle		-8.2%	-8.3%	-0.9%

² <https://friendsoftheearth.uk/clean-air/what-are-health-effects-air-pollution-children>

³ <http://www.publications.parliament.uk/pa/cm201516/cmselect/cmenvfru/479/479.pdf>

(Source: An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London Transport and Environmental Analysis Group Centre for Transport Studies Imperial College London FINAL REPORT April 2013.)

Public Health Wales examined the case for 20mph speed limits in the context of the Well-being of Future Generations Act and produced a table assessing the range of benefits:

Table 5: The case for 20mph speed limits

Road traffic casualties	Decreases in injuries, crashes, pedestrian and child pedestrian injuries of 17 to 70%
Air pollution	12% reduction in gear changes, 14% in braking and 12% in fuel use; transport emissions reduced in residential areas by 12% 32% reduction in NO _x when average speeds drop from 31 to 19mph 48% reduction in NO _x emissions with a calmer driving style Acceleration accounts for 35-55% of pollutants Decrease in NO _x emissions of 24-31%
Active travel	12-25% increase in walking and cycling (Bristol) Three fold increase in cycling to schools (Edinburgh)
Noise	2dB reduction in traffic noise
Inequalities	Narrowed, differences across areas equalised
Social inclusion	Improved and enhanced
Community cohesion	Increased, communities improved
Local business viability	Improved; people using active travel to visit shops spend more money

(Source: Safeguarding the health and wellbeing of future generations by introducing Wales-wide 20mph speed limits. By Sarah J Jones, Huw Brunt. Public Health Wales, 2018.)

In Leeds, 20mph was already part of the Best Council Plan to make it a Child Friendly City. Previously it used traffic calming, which would have taken another four years at a much greater cost to implement. They are now implementing signed 20mph speed limits on an 'installation and review' basis. "Physical traffic calming measures will only be provided where monitoring shows them necessary to supplement the speed reducing effect of signed regulations."

(Source: LEEDS AGREES AND FAST TRACKS ITS 20MPH ROLL-OUT 20's Plenty for Us Press Release 2018.)

As we can see, many local authorities have justified their wide area 20mph limits both on health grounds from fewer casualties, and improved air quality; due to reduced acceleration and an encouraging modal shift away from car use towards non-polluting methods.

Swale's Strategic Air Quality Action Plan 2018-22 recommends **that there be 20mph zones where necessary**".

KCC's own planning guidelines state **"Designing for Pedestrians and Cyclists Developments should be 'permeable' (easy to move through in all directions) and linked to the surrounding network, allowing safe, direct routes for pedestrians and cyclists."**

(Source: 'Kent Design Guide' and 'Making it Happen' documents, section 2.3 Designing for Movement.)

Swale Borough Council's Local Plan 2017, Bearing Fruits 2031, states:

30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion...

124. Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, **taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.**⁴

3. Reducing health inequalities – especially adult and child obesity

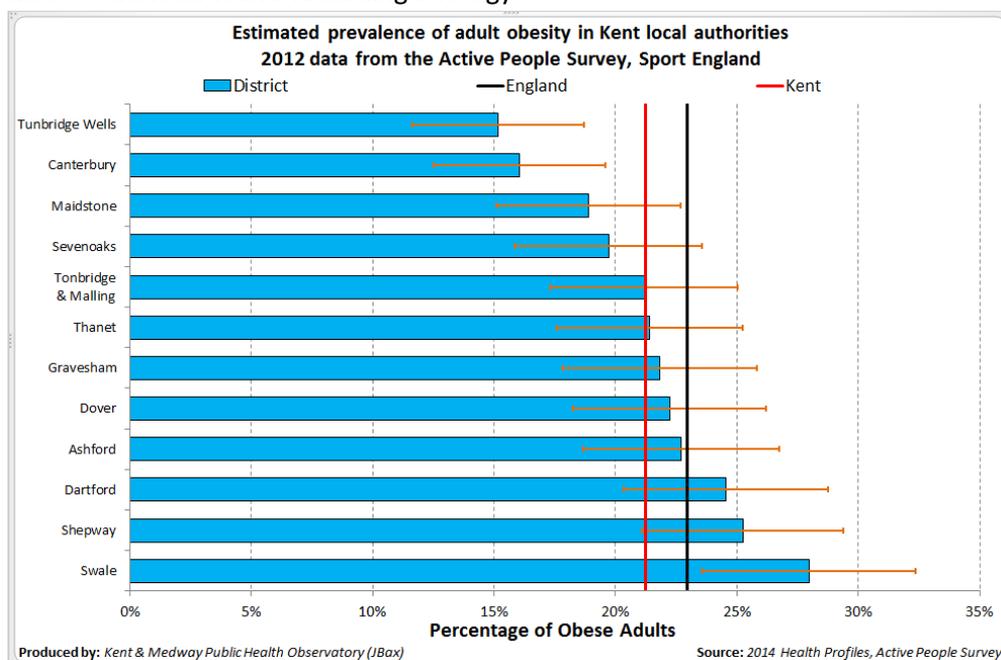
3.1 Background

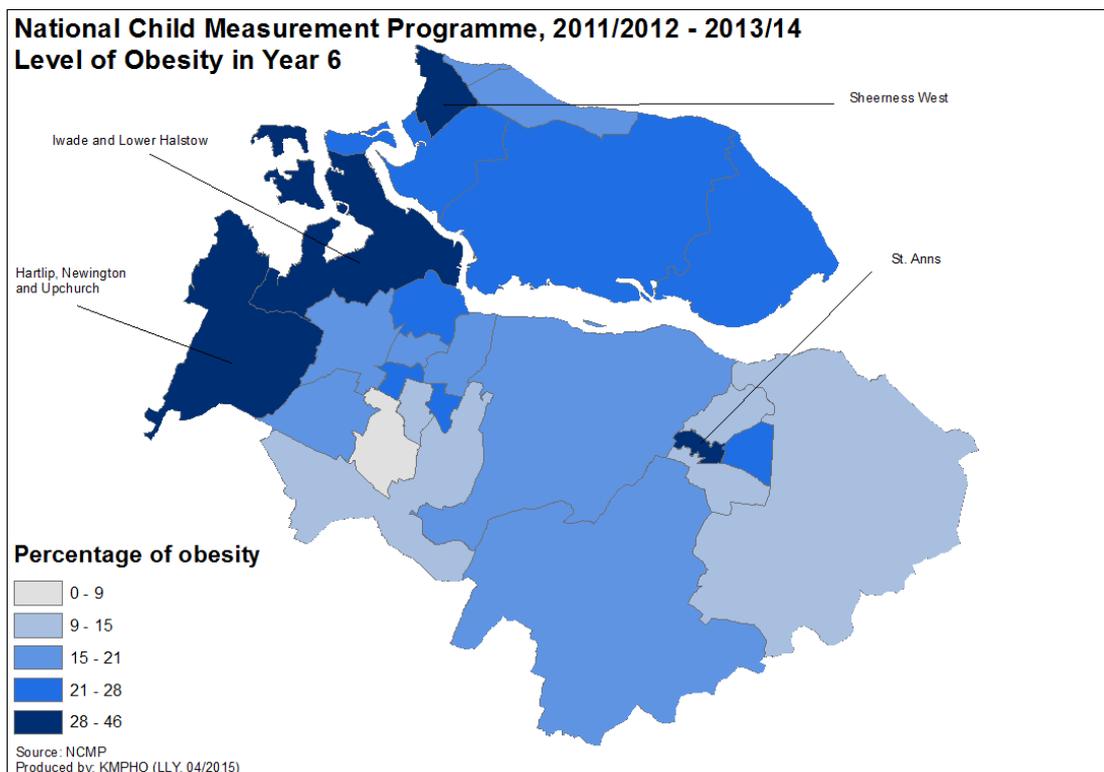
As the statistics that follow show, Kent, and in particular Swale, has serious issues with adult and childhood obesity. More specifically:

- Kent has some of the highest levels of overweight and obese adults and children in SE England, and Swale is one of the worst districts within this
- Both overweight and obesity levels amongst reception year pupils in Kent are now higher than the England and South East averages
- Swale sits within three highest districts in Kent for reception year obesity and adult obesity
- There has been no significant improvement in tackling childhood obesity in Swale between 2010/11 – 2016/17

(Source: Kent Public Health Observatory, Local Childhood Weight Data)

- Reducing childhood obesity (at Reception and Year 6) sits within Priority One of Kent's Joint Health and Wellbeing Strategy





(Source: Kent Public Health Observatory, showing Davington Ward and childhood obesity)

Within Faversham, two out of the four wards have particular issues with poor public health, that could be addressed with a shift to active travel:

- Priory Ward: has high levels of both adult and childhood obesity; in the upper quartile (ie worst quarter) of wards for Excess Weight in Year 6; high levels of circulatory, coronary and respiratory diseases; identified as priority for Mind the Gap health inequalities interventions
- Abbey Ward: high levels of adult obesity, high levels of circulatory, coronary and respiratory diseases

These wards should qualify for 20 mph on public health grounds in KCC policy.

3.2 How should public health problems arising from a lack of activity be addressed?

20mph limits can play a key role in bringing about a shift to active travel including walking and cycling. A 20mph environment makes possible other interventions to support walking and cycling, such as informal crossings and pathways which would not be possible in a 30mph environment, and allows a range of authorities to work together to encourage eg walking to school and other walking and cycling schemes.

KCC's Active Travel Strategy recognises worldwide evidence that walking and cycling improves transport, health and economic outcomes. In April 2017, the UK Government published advice to Local Authorities on implementing local cycling and walking plans. 20mph is the cheapest and most effective way of increasing active travel and reducing serious injuries and fatalities:

A 20mph speed limit allows highway authorities to implement cost-effective measures which might not be allowed at 30mph, such as:

- a. informal road crossings, which are cheaper to implement and maintain;
- b. reduced widths at junctions, making it easier for pedestrians to cross; and
- c. implementing cycle routes with less (expensive) physical segregation.

(Source: DfT Local Cycling and Walking Infrastructure Plans, April 2017.)

The following are taken from Kent Public Health Observatory Needs Assessment around obesity:

NICE guideline (CG43) states 'It is unlikely that the problem of obesity can be addressed through primary care management alone. More than half the adult population are overweight or obese and a large proportion will need help with weight management...The clinical management of obesity cannot be viewed in isolation **from the environment in which people live**'

NICE recommends that local authorities should work with local partners, such as industry and voluntary organisations, **to create and manage more safe spaces for incidental and planned physical activity, addressing as a priority any concerns about safety, crime and inclusion. They should provide facilities and schemes such as cycling and walking routes, cycle parking, area maps and safe play areas making streets cleaner and safer, through measures such as traffic calming, congestion charging, pedestrian crossings, cycle routes, lighting and walking schemes ; ensuring buildings and spaces are designed to encourage people to be more physically active**

(Source: Kent Public Health Observatory Health Needs Assessment, 2015)

The following is taken from the Kent Joint Health and Wellbeing Strategy 2017:

Shaping the physical environment of the community so that it can promote healthier lifestyles is central to borough/city/district councils' regulatory health improvement role. The new National Planning Policy Framework highlights the role of the planning system in facilitating social interaction and creating healthy, inclusive communities. This includes measures aimed at reducing health inequalities, improving access to healthy food and reducing obesity, encouraging physical activity, improving mental health and wellbeing, and improving air quality to reduce the incidence of respiratory diseases.

Road traffic injuries, air pollution and health problems arising from lack of activity form an inter-related, inter-dependent triad of public health problems. The challenge facing local authorities today is to identify robust interventions that will have positive effects on all three as a minimum. Default 20mph limits are the long term, sustainable solution to that challenge.

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http://www.favershamtowncouncil.gov.uk/20s_Plenty_for_Faversham_10030.aspx

<http://www.20splentyfortunbridgewells.moonfruit.com/>

The 20's Plenty for Faversham working group requests that the Swale Joint Transportation Board welcomes the report from Phil Jones Associates and encourages Kent Highways to achieve a scheme that includes its recommendations.

This submission includes:

- Phil Jones Associate's Feasibility Study of a town-wide 20mph limit for Faversham.
- A paper contextualising the benefits of 20mph limits within existing Kent County Council, public health policy objectives.

20's Plenty for Faversham Working Group, Nov 2018

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Faversham Town Council

Faversham 20's Plenty

Town-wide 20mph Limit - Feasibility Study

November 2018

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I Introduction

I.1 Overview

1.1.1 PJA has been commissioned by Faversham Town Council to provide technical advice on the feasibility of a town-wide 20mph speed limit in Faversham. This report reviews the work carried out by the 20s Plenty for Faversham campaign group and Kent County Council, summarises the analysis undertaken by PJA and makes our recommendations on the appropriate extent of the proposed area to be subject to the 20mph speed limit.

1.1.2 Faversham Town Council wishes to implement a town-wide 20mph limit in order to:

- Reduce road casualties
- Improve air quality; and
- Reduce health inequalities, including obesity among adults and children

A consistent town-wide 20mph limit will be simpler to sign and promote and will make it easier for local people to comprehend, leading to higher levels of compliance.

1.1.3 The report has reviewed published data on these three issues and has analysed speed survey data collected on behalf of the Town Council on a number of roads within the town. This has been supplemented by a more comprehensive data set of traffic speeds which has generously been provided by Ordnance Survey Ltd free of charge.

I.2 Background

1.2.1 Faversham in Kent is a small and compact historic town situated immediately to the north of the A2, with a current population of around 20,000. It is generally low-lying with an historic core alongside the Creek, which flows into the Swale Estuary a short distance to the north. Faversham has a railway station with a direct service to London.

1.2.2 Although there are numerous roads serving the town, the town's location away from the principal road network means that there is little through traffic, except along the A2. Faversham's compact layout – roughly a mile across north-south and two miles across east-west – means that many internal trips in the town could feasibly be undertaken on foot or by cycle. We expect that there are many short car trips taking place across the town and that there is significant potential for an increase in the number of walking and cycling trips, the uptake of which can be supported by the more favourable conditions that result from a 20mph traffic environment.

1.2.3 Because of its location and the nature of the roads within the town, there are few roads where the primary or sole function is for the movement of vehicular traffic. The majority of roads and



streets are residential, commercial, or are fronted by community facilities, e.g. schools – i.e. where pedestrian activity can be expected and there is the potential for more walking and cycling.

1.2.4 Faversham is connected to London, Thanet, Dover, Canterbury and the Medway towns via the Southeastern High Speed Rail line. The town's station is an important location and is situated immediately south of the town centre, within walking distance of most of the town and comfortably within cycling distance of the whole town.

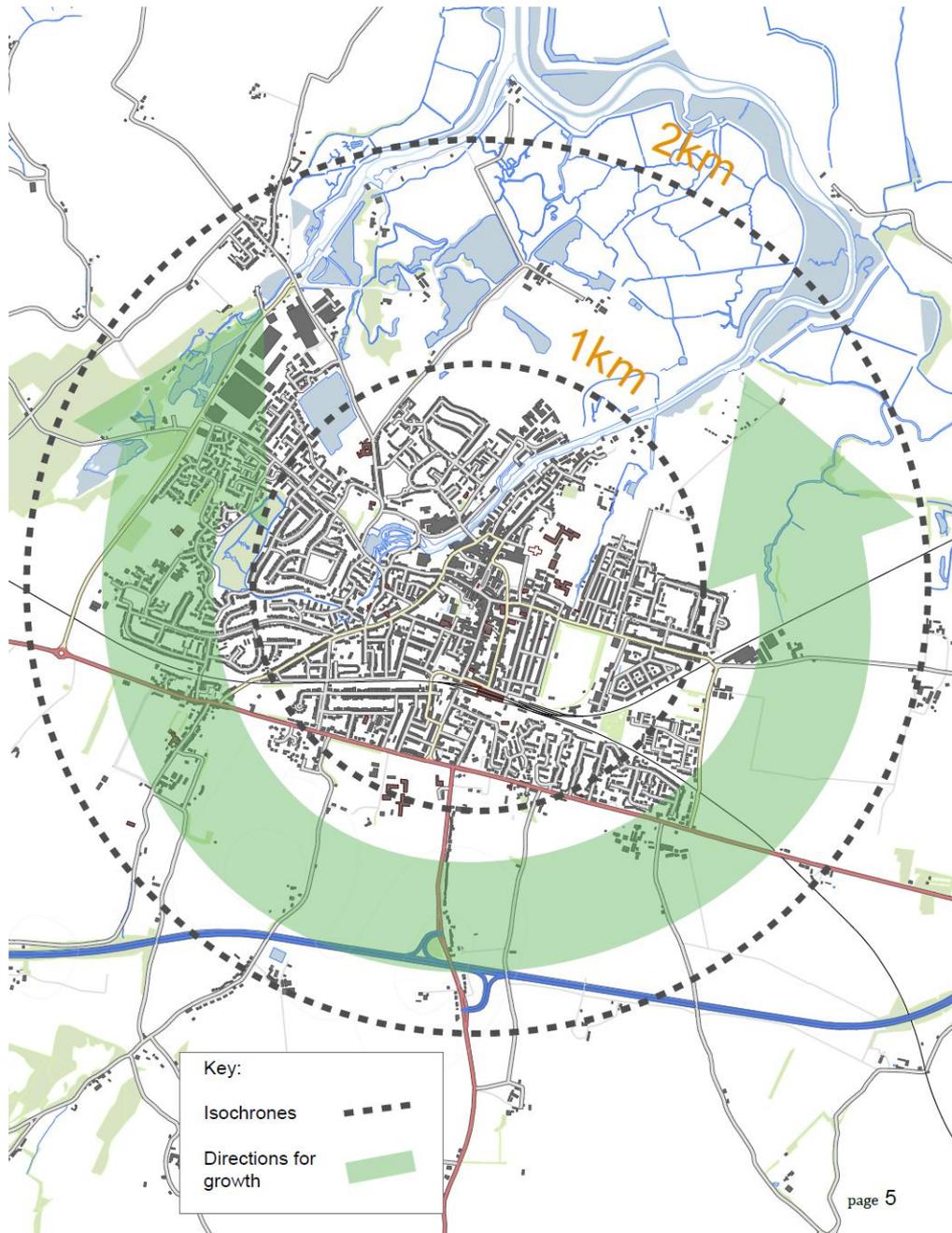
Figure 1: Open Street Map of Faversham, showing the A2 passing through the southern fringes



1.2.5 Faversham is an expanding town, with significant new development planned to the north, west, south and east. Even with this expansion Faversham will remain a relatively small place – it will still be a town where all areas are within 1.5 miles of the town centre, around a 5-6 minute cycle ride. Enabling walking and cycling to be a favourable transport choice will ensure that the town's growth does not generate excessive volumes of motor vehicle-based trips.



Figure 2: Expected growth around Faversham from Design South East's 'More Faversham' (2017)¹



1.2.6 Despite the favourable geography and topography in Faversham for walking and cycling, people experience concerns about road safety. The 20s Plenty for Faversham campaign group asked local people where they felt there were road safety problems in the town – these locations are shown on the map below.

¹ Design South East (2017) 'More Faversham: Report and recommendations from the workshops 28th & 29th October 2016'



Figure 3: Public perceptions map of where local people experience concerns about road safety

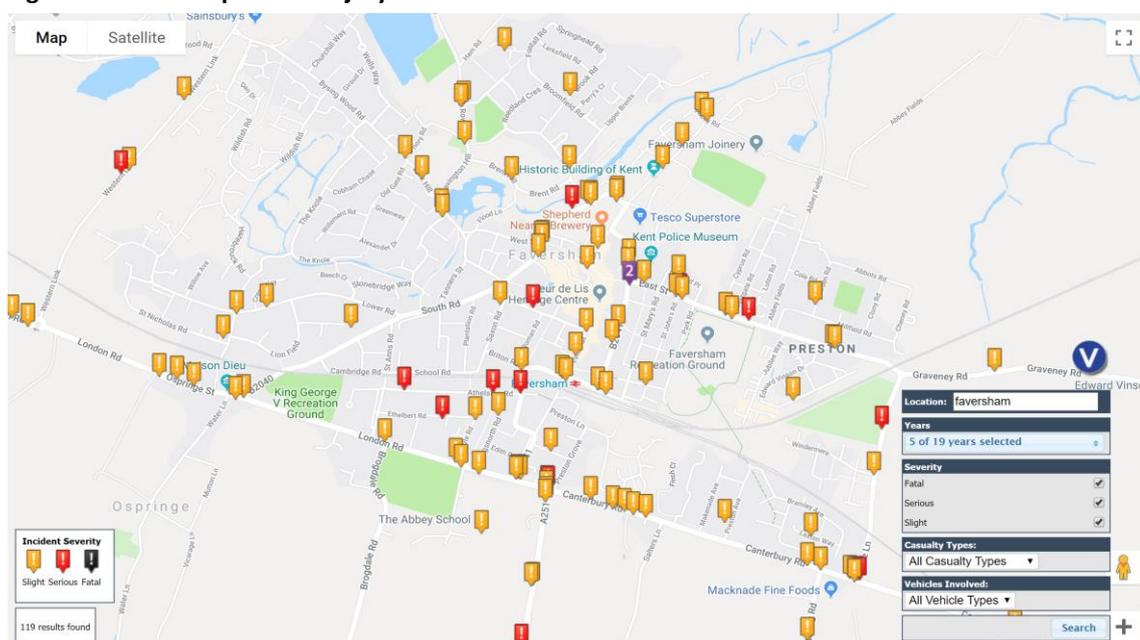


- 1.2.7 The locations where people expressed greatest concern are along the main roads in the town, and the streets in and around the town centre and railway station.
- 1.2.8 These perceptions are important to address, as perception of safety can influence transport choices.² By addressing concerns about road safety, it becomes more possible to encourage a greater uptake of walking and cycling, which benefits individuals in terms of elevated physical activity and wider benefits of reducing congestion and poor air quality.
- 1.2.9 While we have made no comparisons with other locations in Kent, like most urban areas there are frequent and widespread personal injury accidents throughout Faversham. There is a strong correlation between the locations of the recorded collisions and the places where local people said they have concerns.

² Department for Transport (2010) 'Transport choices segmentation: final report'
<https://www.gov.uk/government/publications/climate-change-and-transport-choices-segmentation-study-final-report>



Figure 4: Plot of all personal injury collisions in Faversham 2013-2017 inclusive



- 1.2.10 There is one Air Quality Management Area in the town, where the A2 passes through the historic village centre of Ospringe, and where the route is narrow and congested.
- 1.2.11 Along with other areas in Kent, parts of Faversham have a significant child obesity problem. In St Ann's ward the proportion of Year 6 children who are officially obese is over 28%.
- 1.2.12 Currently levels of cycling in the town are low, despite its favourable size and topography. There are few dedicated cycling facilities and any would-be cyclists are required to share the highway with motor vehicles on roads subject to a 30mph limit. The 2011 Census found that cycling accounted for only around 2-3% of trips across most of the town.
- 1.2.13 The Department for Transport's Propensity to Cycle Tool³ indicates that if Faversham residents were as likely as Dutch people to cycle a trip of a given distance and level of hilliness, the town's topography and journey patterns would yield cycling commuting levels of around 15%. This reflects the much lower levels of interaction with fast and heavy motor traffic which is typical in the Netherlands. Such a mode shift would bring significant benefits to in terms of road danger reduction, air quality and public health.
- 1.2.14 There is growing evidence from the UK that where traffic speeds and volumes are reduced over a significant area there is a commensurate increase in walking and cycling. Research by the University of Westminster into three areas that had been subject to 'mini-Holland' treatments,

³ www.pct.bike



including measures to reduce traffic speeds and introduce protected cycle lanes along main roads, resulted in up to a 24% increase in cycling in one year.⁴

2 Guidance and policy background

2.1 National guidance

2.1.1 When implementing or reviewing speed limits, councils in England must ‘have regard’ to the relevant Government guidance: Department for Transport circular 01/2013, Setting Local Speed Limits, published in January 2013.⁵

2.1.2 The Circular explains that 20mph limits may be introduced which are sign-only and do not require traffic calming. Such limits are increasingly being applied to large areas and provide a cost-efficient method of encouraging lower and safer vehicle speeds. In contrast 20mph zones require traffic calming measures at regular intervals and usually cover ‘a number of roads’ although only one of these measures needs to be a physical feature - the rest can be road signs or markings.

2.1.3 Examples of sign-only 20mph limits introduced elsewhere have resulted in small but worthwhile reductions in driver speeds overall, including on streets where the after speed remains above 20mph, and where the reductions in speed have been greatest. They have also been associated with an improvement in highway safety and increases in walking and cycling, which in turn will improve public health. Examples of area-wide 20mph limits are discussed below.

2.1.4 The DfT’s current advice on setting 20mph limits over a larger area is given in Para 97 of the Circular, which states:

97. The implementation of 20 mph limits over a larger number of roads, which the previous Speed Limit Circular (01/2006) advised against, should be considered where mean speeds at or below 24 mph are already achieved over a number of roads. Traffic authorities are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs, or safety cameras. Average speed cameras may provide a useful tool for enforcing compliance with urban speed limits.

⁴ Aldred R, Croft J and Goodman A (2018) ‘Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London’s in-progress mini-Hollands programme’. Elsevier

⁵ Department for Transport (2013) ‘Circular 01/2013: Setting Local Speed Limits’

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf



2.1.5 As noted in the quoted paragraph, this represents a significant change from the previous DfT advice, published in 2006, which stated that 20mph limits should be used for individual roads, or for a small number of roads. **Current Government guidance is therefore that it is not necessary for all roads within the proposed 20mph limit to have an existing mean speed of 24mph or below.**

2.1.6 The Circular mentions favourably the example of a city-wide 20mph limit in Portsmouth, which is discussed further below. It notes in Para 96 that:

96. 20 mph limits covering most streets in Portsmouth have demonstrated that it is possible to introduce large-scale 20 mph limits in some built-up environments. Traffic speeds in most of the streets treated were relatively low (less than 20 mph) to start with. The early evidence suggests that it is likely that some speed and casualty reductions have taken place and this is consistent with previous research that has indicated that 20 mph limits without traffic calming reduce mean speeds by about 1 mph on average. A minority of streets in Portsmouth had average speeds of 25 mph or higher before the 20 mph speed limits were introduced and here the reductions in average speed tended to be greater, but insufficient to make the resulting speeds generally compliant with the new 20 mph limits. City-wide schemes may also contribute to changing travel and driving behaviour positively in the longer run, and the objectives of the Portsmouth speed limits spread well beyond improving road safety. Schemes need to aim for compliance with the new speed limit.

2.1.7 It should be noted that the Portsmouth scheme included a minority of roads where the average speed was in excess of 24mph before the limits were introduced, and that these roads experienced a greater reduction in traffic speed than the other roads, and hence a greater reduction in road danger.

2.1.8 The Circular also recommends paying regard to the function of a street when determining the suitability of a 20mph speed limit:

90. 20 mph zones are predominantly used in urban areas, both town centres and residential areas, and in the vicinity of schools. They should also be used around shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, though they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.

2.1.9 Within the entire built-up area of Faversham, streets are multi-functional, being either residential or commercial – or a mixture of the two – and with community facilities located on them, e.g. schools. The only substantial road where vehicle movement is the primary function – in fact the only function – is Western Link. It is a purpose-built access road to serve the



industrial area to the north-west of the town. It should therefore not be part of the scope of a 20mph limit.

2.2 Kent County Council policy

2.2.1 The local highway authority, Kent County Council, published an updated policy on setting 20mph limits and zones on 3 October 2013, following the publication of Circular 01/2013. The Kent policy states that the County Council will not deviate from the DfT's guidance, and indeed notes that to do so may be unlawful (Para 12.6).

2.2.2 The Kent policy provides (Para 3.5) a summary of the DfT Circular, which includes the following bullet point:

- *20mph limits are generally only recommended where existing mean speeds are already below 24mph.*

2.2.3 We disagree with this interpretation of the DfT Circular, which appears to suggest that sign-only limits should only be implemented on roads where existing mean speeds are below 24mph. As noted earlier, the Circular is quite explicit that some 20mph limits have been introduced where a minority of roads are operating at higher speeds before the scheme was introduced.

2.2.4 The Kent policy also states (Para 10.1) that Kent Police will not support 20mph limits unless the average speed is 24mph or less as sign-only schemes have had little or no effect on speeds and accidents.

2.2.5 We disagree with this assessment – as set out in the DfT Circular, sign-only schemes have been shown to have worthwhile benefits across a wide area and that the reduction in speed tends to be greater where the pre-scheme speeds are higher. We also note that the decision whether to implement a 20mph limit is for the local highway authority, not the Police.

2.2.6 The fundamental test must be whether the proposed 20mph limit meets the guidance of Circular 01/2013.



3 The benefits of 20mph Limits

3.1 Introduction

- 3.1.1 Research⁶ has found that, as a general rule, for every 1mph reduction in average speed, collision frequency reduces by around 6%. Reductions in speed also reduce the severity of any casualties that may result: The Royal Society for Prevention of Accidents found that if a pedestrian is struck by a vehicle travelling at 20mph there is a 2.5% chance of fatal injury, compared to a 20% chance at 30mph.⁷
- 3.1.2 20mph schemes have also been shown to encourage the uptake of sustainable transport modes such as walking and cycling, as well as environmental benefits such as a reduction in carbon emissions.

3.2 Case studies

- 3.2.1 An increasing number of authorities are introducing large-scale 20mph limits in built-up environments.
- 3.2.2 The Portsmouth scheme referred to in Circular 01/2013 was the first of this type of scheme and was established in 2007. As previously stated, not all of the roads within the Portsmouth scheme had an average speed of less than 24mph prior to the change in speed limit. A number of roads within the area with higher speeds were included to avoid inconsistency in the signed speed limits.
- 3.2.3 A study of the Portsmouth scheme carried out on behalf of the Department of Transport found that mean speeds were reduced by some 1.3mph on average. For those roads where the average speed was greater than 24mph, the average speed reduction was much greater – 6.3mph.
- 3.2.4 A number of London boroughs have established borough-wide 20mph limits which cover all of the roads across their area, with the possible exception of some sections of the Transport for London Road Network (TLRN).
- 3.2.5 After the introduction of a borough-wide 20mph limit in Southwark, 85th percentile traffic speeds were observed to be around 2mph lower than before the limit was introduced. In Camden, the reduction in speed was smaller, around 0.4mph. However, this is probably be due

⁶ Taylor, M. C., Baruya, A., Kennedy, J. V. (2002). TRL Report 511 – The Relationship Between Speed and Accidents on Rural Single Carriageway Roads. Crowthorne: TRL

⁷ RoSPA (2017) 'Road Safety Factsheet: 20mph Zones and Speed Limits Factsheet'

<https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf>



to higher levels of congestion across Camden⁸ and thus a lower baseline speed before the implementation of the borough-wide limit.

3.2.6 Following a pilot study of two trial areas in 2010, Bristol City Council decided to introduce 20mph speed limits through the city in 2012 and the final scheme was completed in 2015. On average there was a 2.7mph decrease in vehicle speeds, with the largest reductions in speeds on A and B roads. Some 94% of the road network surveyed saw a reduction in average speeds. The estimated annual reduction in casualties across the city is 4.5 fatal, 11.3 serious and 159.3 slight injuries.

3.2.7 There was also high public support for 20mph limits across the city, with 62% in favour for residential streets and 72% for busy streets. The number of people who walk and cycle to work in Bristol increased between 2010 and 2015.¹⁰

3.3 Summary

3.3.1 Research shows that driving at 20mph has proven environmental and social benefits, as well as improving highway safety.

3.3.2 Large scale 20mph limits have proven to be effective, with examples from Portsmouth, Bristol and London showing decreases in driver speeds and a reduction in collisions.

⁸ WSP (2017) 'Analysis of Impact of 20mph Limits' <https://crossriverpartnership.org/media/2017/08/170531-Analysis-of-Impact-of-20-mph-Limits-Research-Report-Issue.pdf>

¹⁰ Pilkington, P., Bornioli, A., Bray, I. and Bird, E. (2018) The Bristol Twenty Miles Per Hour Limit Evaluation (BRITE) Study. UWE. <http://eprints.uwe.ac.uk/34851>



4 Previous studies on 20mph Limit in Faversham

4.1 PJA report 2016

- 4.1.1 Following the formation of the 20s Plenty for Faversham Working group, PJA was commissioned to provide high-level advice on the practicality of a town-wide 20mph Zone or Limit.¹¹ The advice in our Technical Note reflected the guidance in Circular 01/2013 that 20mph Zones and Limits should be used in urban areas where pedestrian activity can be expected. The note also reflected on experiences from other locations with area-wide 20mph Zones or Limits, and identified streets where there may be more challenging conditions. The note then suggested longer-term measures that may address locations where challenging conditions might be addressed.
- 4.1.2 The note was formulated without the benefit of any data on actual vehicle speeds, so it reflected a “typology” assessment that considered the layout and function of streets in the town. Given that many of Faversham’s streets are historic, narrow and residential, the note recommended that a town-wide limit would be suitable in principle.
- 4.1.3 The 2016 PJA note described the principle in terms of Faversham being a 20mph *Zone*, but since the update to the Traffic Signs and Regulations in 2016 that same year, the distinction between a 20mph Zone and a blanket 20mph Limit is now somewhat blurred, since both can include traffic calming measures.

4.2 Faversham Town Council engagement with Kent County Council

- 4.2.1 Faversham Town Council and the working group then used the 2016 PJA note as the basis for engagement with Kent County Council via the Swale Joint Transport Board. This culminated in a Kent County Council highways officer undertaking a street-by-street typology assessment, drawing on the principles of the 2016 PJA note and the officer’s experience.

4.3 Kent County Council typology assessment

- 4.3.1 The KCC typology assessment identified all the streets in the town where due to their geometry, they could automatically be considered appropriate for a 20mph Limit. The assessment also identified streets where physical interventions would in KCC’s view be required or desirable, and streets where data would be needed to make a decision one way or another.

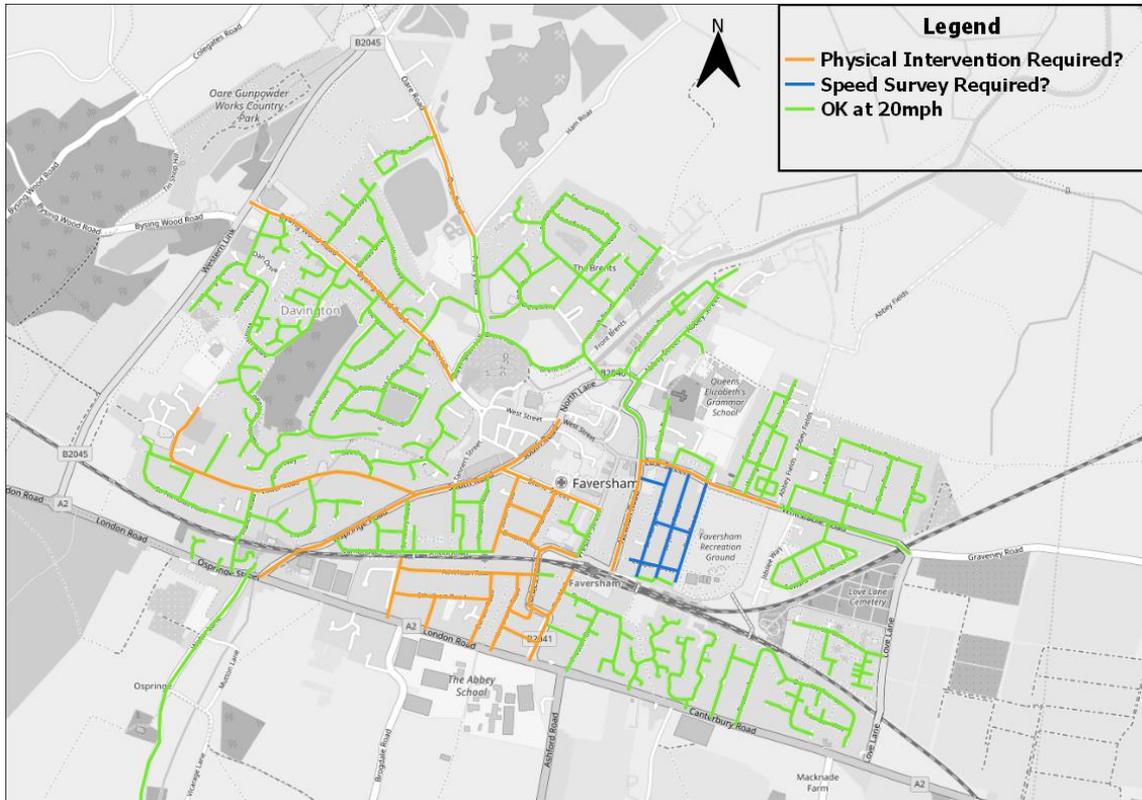
¹¹ PJA (2016) ‘Faversham 20’s plenty: concept appraisal’

http://www.favershamtowncouncil.gov.uk/_UserFiles/Files/TNFaversham20mph.pdf



4.3.2 The map in Figure 5 below shows the extents of the streets in each of these categories. It should be noted that despite having residential frontage and a major school, KCC's typology assessment did not include the A2 through Faversham.

Figure 5: Map of Faversham showing the streets considered by KCC's typology assessment



4.3.3 Much of the town's street network was considered by KCC to be suitable for a 20mph Limit, however there were numerous streets where it was considered that physical intervention may be required or at least data produced to provide a better understand of existing speeds.

4.3.4 Kent's approach appears to base the justification of a 20mph Limit on existing driver speed choice (actual or assumed), rather than the function of the street. This is at odds with the advice of Circular 01-2013, which encourages the use of 20mph in urban areas. The Circular also advises that the introduction of sign-only area-wide 20mph limits has led to decreases in observed speeds, even if speeds do not necessarily reduce to below 20mph. Given the safety benefits of even a small reduction in speed, any reduction in driver speed should be regarded as a desirable outcome even if compliance with a 20mph Limit is not universal.

4.3.5 Nevertheless, the typology assessment by KCC is a useful basis for further study, and Automatic Traffic Count (ATC) speed surveys were commissioned by KCC to provide further clarity on the traffic conditions on the roads where further interventions were considered to be necessary or where data on traffic speeds would aid assessment of the town-wide 20mph Limit.



4.3.6 KCC's speed surveys were undertaken during the first week of school term in September 2017. The data has now been assessed in detail by PJA, which forms the basis of our analysis in the section below.

5 2018 PJA analysis of 20mph Limit in Faversham

5.1 Overview

5.1.1 While we advocate as strongly as possible a user needs-oriented decision on introducing a 20mph Limit – i.e. considering the function of the street and the likelihood of pedestrian and cyclist activity – we do recognise that where existing traffic speeds are too high, public acceptance of a 20mph Limit could be brought into question, both in terms of complaints about lack of compliance and people considering that maintaining excessively low speeds is onerous.

5.1.2 Therefore, it is prudent to have an understanding of traffic speeds in respect of how significantly they differ from a target threshold of 24mph. This is the value cited in Circular 01/2013 - if mean speeds are above 24mph, it suggests that signage alone is less likely to engender compliance with the posted limit.

5.2 KCC average speed data

5.2.1 By looking at mean average speeds across Faversham, we can determine how close to compliance any streets are where average speeds are not currently below 24mph. If there are numerous streets where mean speeds are only slightly above 24mph, then we could have some confidence that a sign-only 20mph limit would result in greater compliance over time.

5.2.2 We took a conservative average of the speeds recorded in KCC's ATC speed surveys. This average was based on 19 hours of data per day over 7 continuous days. The 19 hours were selected to provide consistency with an additional source of speed data, that being MasterMap speed data supplied to Faversham Town Council free of charge by Ordnance Survey Ltd, as discussed below.

5.2.3 The average is made up of:

- Peak hours (0700-0900 and 1600-1900)
- Inter peak (1000-1600)
- Evenings (1900-2300)
- Overnight (2400-0400)

5.2.4 This conservative 19-hour average therefore includes peak hour, daytime, evening and overnight speeds. Average speeds tend to be higher overnight because of less congestion and a perceived reduced risk of collisions, so we consider the assessment to be robust and reflective



of a diverse range of traffic conditions, and not just daytime or peak time when traffic speeds may be lowest. However, by only taking half of the 8-hour overnight period into account, we avoid data being overtly skewed by excessive overnight speeding.

5.2.5 The sites monitored in KCC's ATC speed surveys included a wide range of street types in Faversham. While these mainly were busier roads, the speed surveys also included quieter side streets. The side streets ranged from those that are long and straight, where high speeds could be expected, to more tortuous and shorter ones where slower speeds are generally expected.

5.2.6 These range of streets are helpful in that the data from the surveys enable recommendations to be made about other similar side streets in Faversham, and also the practicalities of including faster, busier main roads in the proposed 20mph Limit.

Figure 6: 19-hour average speeds in Faversham, from KCC's Automatic Traffic Count speed surveys



5.2.7 The most significant point of learning from the above data is longer, straight residential streets such as Athelstan Road – where KCC expected that traffic calming would be required – actually reported very low average speeds, below 20mph. Even busier streets such as South Road lie within the 24mph maximum threshold. Even where streets lie above 24mph average speed, most of these are in the range of 24 to 30 mph.



5.3 Ordnance Survey MasterMap speed data

5.3.1 However, the drawback of ATC surveys is that they record speeds at a specific point in the road, and their placement away from junctions and pinchpoints mean they often reflect a maximum case rather than one that is representative of overall conditions along a road or section of road.

5.3.2 Data at a finer granularity was obtained from Ordnance Survey's MasterMap dataset, which uses mobile phone and GPS tracking to provide a much more comprehensive picture, not only on every street in the town but also on multiple sections of longer streets. This data was averaged over a similar 20-hour period as the KCC data, to provide a more complete picture of average traffic speeds across Faversham. This is shown in Figure 7 below.

Figure 7: Map showing 20-hour average speeds in Faversham according to OS MasterMap data



5.3.3 The 20-hour average is made up of:

- Monday – Friday peak hours (0700-0900 and 1600-1900)
- Monday – Friday inter peak (1000-1600)
- Weekend daytime (Sat/Sun, 0700-1900)
- Evenings (7 days, 1900-2300)
- Overnight (7 days, 2400-0400)



- 5.3.4 While this average is not exactly the same as that used in the ATC analysis, it differs by only 2 hours in the whole week: 0900-1000 on Saturdays and Sundays are omitted in the ATC analysis, which are not considered to have fundamentally different speed profiles relative to the periods either side that were included in the ATC average.
- 5.3.5 The average speed data from OS MasterMap in Figure 7 above shows there to be much less significant exceedance of the 24mph threshold across the town. These are primarily at the peripheral roads and streets, such as Western Link and Love Lane, and short sections of the more internal main roads in the town. The granular data is re-created as a simple above/below 24mph diagram in Figure 8 below.

Figure 8: OS MasterMap average speeds categorised above or below 24mph threshold





6 Proposed extents of Faversham town-wide 20mph Limit

6.1.1 Given the findings above we suggest that there is no practical impediment to introducing a town-wide 20mph Speed Limit Faversham, including large parts of the A2, subject to determining a suitable contiguous boundary of the scheme. The boundary of the scheme is essentially the streets marked green in the above plan, plus consideration of which of the streets not coloured green are considered appropriate for inclusion as well.

6.2 Edge cases

6.2.1 There are a few streets within the town where average traffic speeds exceed 24mph over a significant length. We have described these as “edge cases” and these are:

- Western Link
- London Road (Western Link to Ospringe Street)
- Oare Road & Bysing Wood Road
- Canterbury Road (East of Ashford Road) & Love Lane

6.2.2 A decision on including these streets in the 20mph Limit should be based on their function and typology.

Western Link

6.2.3 Western Link, as we have already suggested, is inherently a primary traffic route, being a purpose-built connector to the industrial area in Oare. It should therefore be considered part of a “buffer” around the 20mph Limit. Our previous note suggested a 40mph limit be applied to Western Link and we still consider this to be appropriate. This would facilitate a gentler step down in speed compared to dropping from the existing National Speed Limit (60mph).

London Road (Western Link to Ospringe Street)

6.2.4 Similarly, the western section of the A2 (between Western Link and Ospringe) could be a buffer stepping down to 20mph at the edge of the built-up area. However, it should be noted that as development comes forward around Ospringe, then the character and function of this section would change. Given the difference is where the boundary signs are located and nothing else more significant, we do not consider our recommendation on this section to be salient one way or the other.

Oare Road and Bysing Wood Road

6.2.5 While these routes have locations where average speeds exceed 24mph, they are essentially still internal to the town, and both represent key walking links from the town centre to



Sainsbury's and Oare respectively, likely to attract use by shoppers and commuters. Furthermore, Oare Road is close to Davington Primary School.

- 6.2.6 We therefore recommend that these two streets are included in the town-wide 20mph Limit, and post-implementation monitoring can be undertaken to determine if compliance improves by the introduction of the limit alone, or if other interventions could be developed to contribute.

Canterbury Road (east of Ashford Road) and Love Lane

- 6.2.7 Given the peripheral nature of these roads, and a greater sense from their layout that they are perceived as primarily traffic routes, we would not recommend they be included in the town-wide 20mph Limit at this time. However, it should be noted that both streets are still partly residential, and that excluding some residents from a "Faversham-wide" scheme is not in keeping of the close community spirit of the town.
- 6.2.8 We therefore recommend that these streets be included in a second phase of the roll-out of the 20mph Limit, as large-scale development adjacent to these streets will fundamentally change their character. The developments themselves should be required release funding via Section 106 or Section 278 agreements to allow the road environment to be altered, e.g. carriageway narrowing.



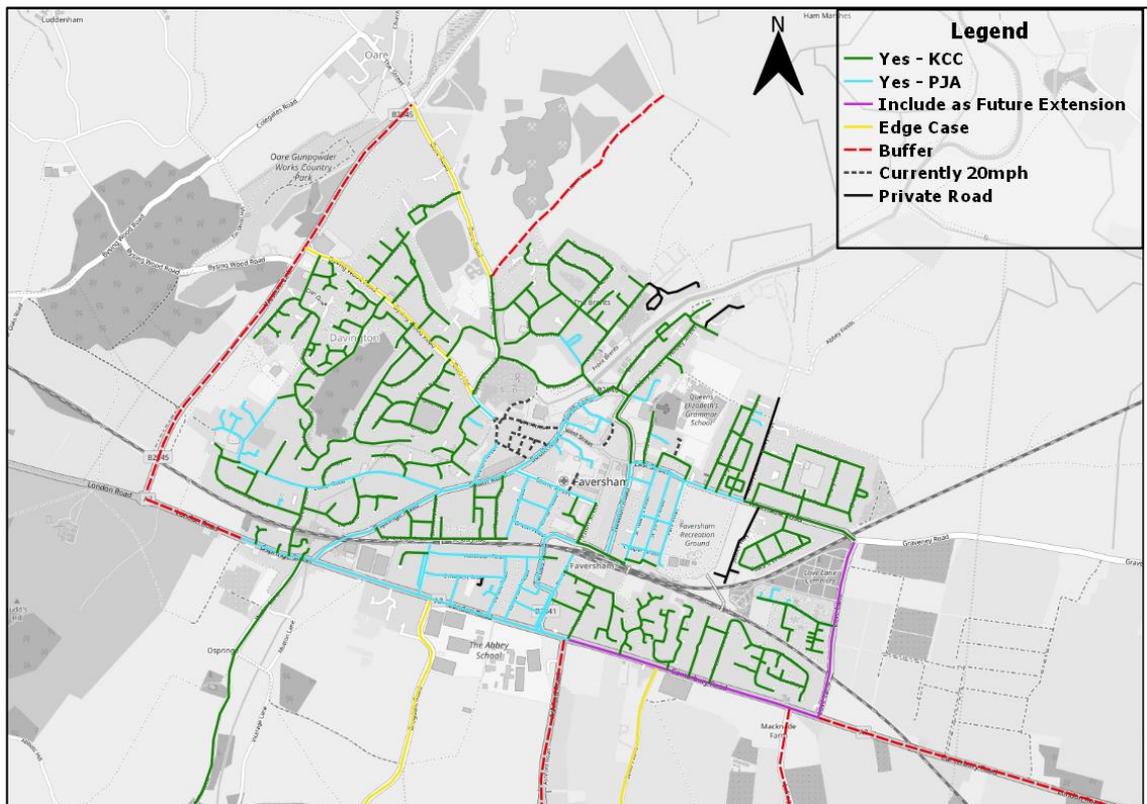
7 Recommendations

7.1 Short Term – introduction of Phase I town-wide 20mph Limit

7.1.1 We recommend the introduction of a town-wide 20mph Limit in Faversham, which will present a comprehensible, consistent and appropriate speed limit to all road users. The streets to be included are shown in the diagram below. The recommendation extents are made up of three classes of street:

- Streets considered acceptable by Kent County Council = “Yes – KCC”
- Streets considered acceptable following further analysis by PJA = “Yes – PJA”
- Edge cases where speeds or conditions may not be appropriate if the street were being considered in isolation, but where speeds are not significantly in excess of 24mph and where their exclusion would detract from the effectiveness of a town-wide scheme.

Figure 9: Faversham 20mph Limit Recommendations



7.1.2 Approximately 83% of Faversham’s roads by length are recommended as suitable for a sign-only 20mph limit, or already has a 20mph limit. A further 3% can be included as a future extension to this. Edge cases account for only some 5% of the roads by length in Faversham. Highway



Authorities do not have the ability to introduce 20mph Limits in private roads, although the freeholder is able to introduce their own limit.

Table 1: Total Road Lengths

Category	Total Length (km)	Percentage
Yes – KCC	40.9	52%
Yes – PJA	17.9	23%
Edge Case	4.1	5%
Currently 20mph	2.1	3%
Include as Future Extension	2.4	3%
Buffer – excluded from 20mph Limit	8.9	11%
Private Road – excluded from 20mph Limit	2.0	3%

7.1.3 A key concern for some stakeholders is the visual impact of signage where speed limits change from one street to another. Having a town-wide limit is partly justified by the fact that change of speed limit signs is minimised. However, it should be noted that until Love Lane and the eastern part of Canterbury Road are brought into the scheme, there would be a cluster of signs at the entrance each of those roads into residential side streets. With Canterbury Road and Love Lane to be included after future development, the visual impact of these signs would only be during the interim period, after which they can be removed.

7.2 Medium-term – low-cost interim works on edge case streets

7.2.1 Once a phase 1 scheme is in place, low-cost measures can be considered as a means of improving compliance on edge case streets, or other streets where excessive speeding may cause concerns.

7.2.2 These measures can include:

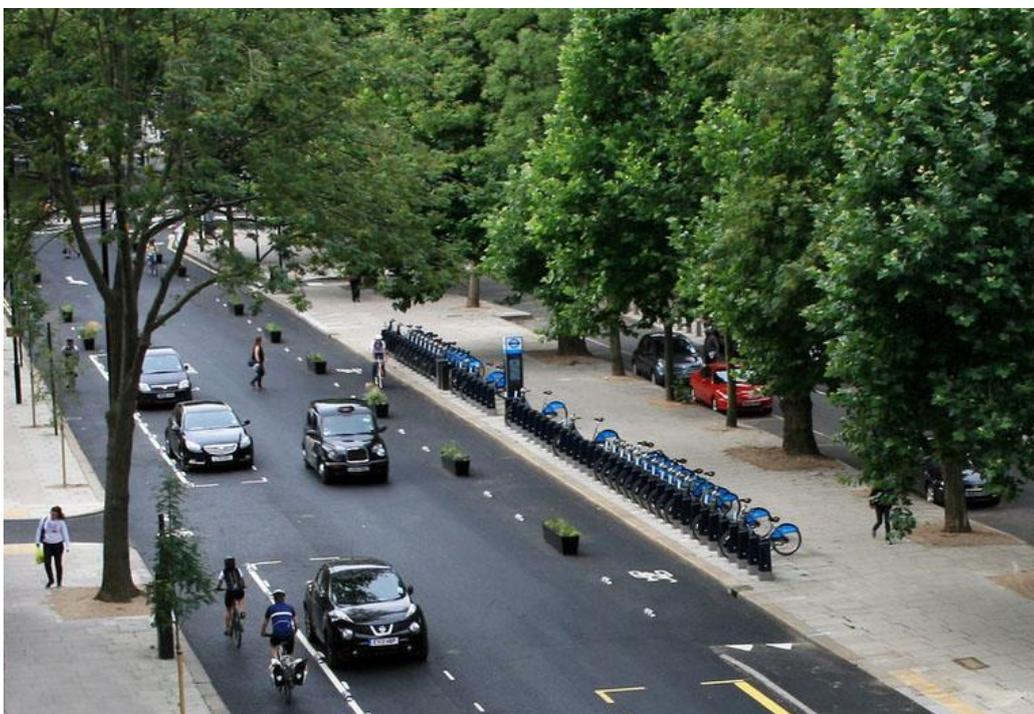
- Placing low-cost interventions such as planters at the edge of carriageway to reduce – or visually reduce - the running lane. These could be designed and implemented with community/Town Council involvement.
- Marking out informal parking bays to encourage parking patterns that create natural chicanes and encouraging parking wholly on the carriageway
- Moving parking away from the kerb to create a cycle lane
- Speed awareness campaigns, in addition to any community engagement ahead of the Phase 1 roll-out

- Removal of the centre-line – either specifically or as part of routine maintenance, or replacement of centre-line with kerb-side cycle lanes. Research carried out by TfL has found that this very low-cost measure can have a significant effect on traffic speed.¹²

Figure 10: Planters placed in carriageway to discourage stopping outside school and reduce speed



Figure 11: “Floating parking bays” and reduced road width create cycle lane and reduce speed



¹² Centreline Removal Trial, TfL 2014.



Figure 12: Superfluous centre-line on South Street, Faversham



Figure 13: The Avenue, Norwich, with centre-line removed and kerb-side cycle lane instead



Figure 14: Carriageway narrowing and no centre-line on A6 at Clifton in Cumbria



7.3 Long term – expansion to the south east with scope for further intervention

7.3.1 Canterbury Road east of Ashford Road, and Love Lane should both be brought into the extents of the town-wide 20mph Limit as part of or as mitigation for the proposed developments at the south east of the town. The streets within those developments should also be laid out to be consistent with a town-wide 20mph limit, and the development should have a strong relation with both Canterbury Road and Love Lane so those streets feel more urbanised. The development themselves can be sources of funding for works that make permanent informal or interim schemes introduced in the medium term.



8 Summary and Conclusions

- 8.1.1 This report has built upon previous work carried out by the 20s Plenty for Faversham campaign group, Kent County Council and PJA on the feasibility of introducing a town-wide 20mph limit for the town of Faversham.
- 8.1.2 A consistent town-wide 20mph limit will be simpler to sign and promote and will make it easier for local people to comprehend, leading to higher levels of compliance, compared to a scheme where the limit varies from street to street. A 20mph sign-only limit will be much more cost-effective to introduce than one which includes extensive traffic calming measures and is likely to lead to fewer objections from the public.
- 8.1.3 We have reviewed data on existing road collisions and local people's perceptions of road danger and the existing patterns of trip-making across the town. We consider there is the potential for a significant increase in walking and cycling and a commensurate reduction in short car trips; and that a town-wide 20mph limit would help to achieve this. Such a shift in travel mode throughout the town would improve road safety, air quality and public health.
- 8.1.4 Government policy states that it while it is desirable that existing speeds are not excessive where a 20mph limit is proposed, it is not necessary for all roads within an area to have an existing average speed of less than 24mph. A number of area-wide schemes have been introduced across the UK in recent years where a small proportion of the network has had higher before speeds. It has generally been found that there has been a small but worthwhile reduction in speed across these areas, with the greatest reductions in speed taking place on the fastest roads.
- 8.1.5 We have analysed traffic speed survey data on a number of key routes provided by Kent County Council, supplemented by a more fine-grained dataset provided by Ordnance Survey Ltd. These data have shown that only a minority of routes within the town have an existing average traffic speed of more than 24mph, and that in most of these cases the function and typology of the road would support its inclusion in a town-wide limit.
- 8.1.6 We therefore conclude that a 20mph town-wide limit is feasible, with only small exceptions at the outset, for example along the Canterbury Road to the east of the Ashford Road.
- 8.1.7 As funds permit, and with the possible involvement of the local community, it should be possible to introduce low-cost physical measures to help reduce traffic speeds further and enhance the effectiveness of the 20mph limit. In the longer term, as development around the town proceeds, it will be possible to use developer funding to change the character of roads such as the eastern section of Canterbury Road, so that they may be added to the scheme.

HGV PARKING ON EUROLINK INDUSTRIAL ESTATE, SITTINGBOURNE

To: Joint Transportation Board

Main Portfolio Area:

By: Kent County Council

Classification: For Information

Ward: All wards

Division: All divisions

1.0 Introduction:

Kent has an urgent and unmet need for official lorry parking facilities. Legal requirements on drivers necessitate regular rest breaks and it is common for these to be taken in Kent either before or after making the Channel crossing or when delivering to industrial estates in the county. This causes a proliferation of unofficial and inappropriate lorry parking on Kent's roads; the damaging effects of which are felt by residents and businesses – noise and air pollution from refrigeration units, anti-social behaviour and littering, road safety impacts, and damage to verges and kerbs.

Swale has the largest amount of inappropriately parked HGVs in the county, with an average of around 250 HGVs parked on-highway each night in the district. The main parking hotspots in the district are Eurolink Industrial Estate, Sittingbourne, Isle of Sheppey and the A2 around Boughton/Dunkirk.

1.0 KCC Overnight Lorry Parking Surveys

1.1 Kent County Council (KCC) has undertaken surveys into overnight lorry parking in Kent over the months of June and September in 2017 & 2018 with the intention of identifying the extent of HGV parking in the county.

1.2 These parking surveys intend to contribute towards a number of objectives:

- Understand the nature of unofficial overnight lorry parking in the county;
- Provide detailed analysis of the type of freight traffic and location of parking;
- Allow comparison of the numbers and location of parked HGVs between 2017 and 2018.
- Understand where other lorry parks are needed and the required number of parking spaces;
- Provide evidence to for the need for suitable locations for lorry parking facilities in Kent.

1.3 The surveys were undertaken by KCC's Highway Stewards who surveyed known parking hotspots within each district. The exact location and number of parked goods vehicles were recorded at each location, along with the date and time. The surveys were conducted between 20:00 and 00:00 on the above specified dates.

1.4 The surveys were undertaken across Tuesday, Wednesday and Thursday nights with an average taken over the three nights in June and September 2018.

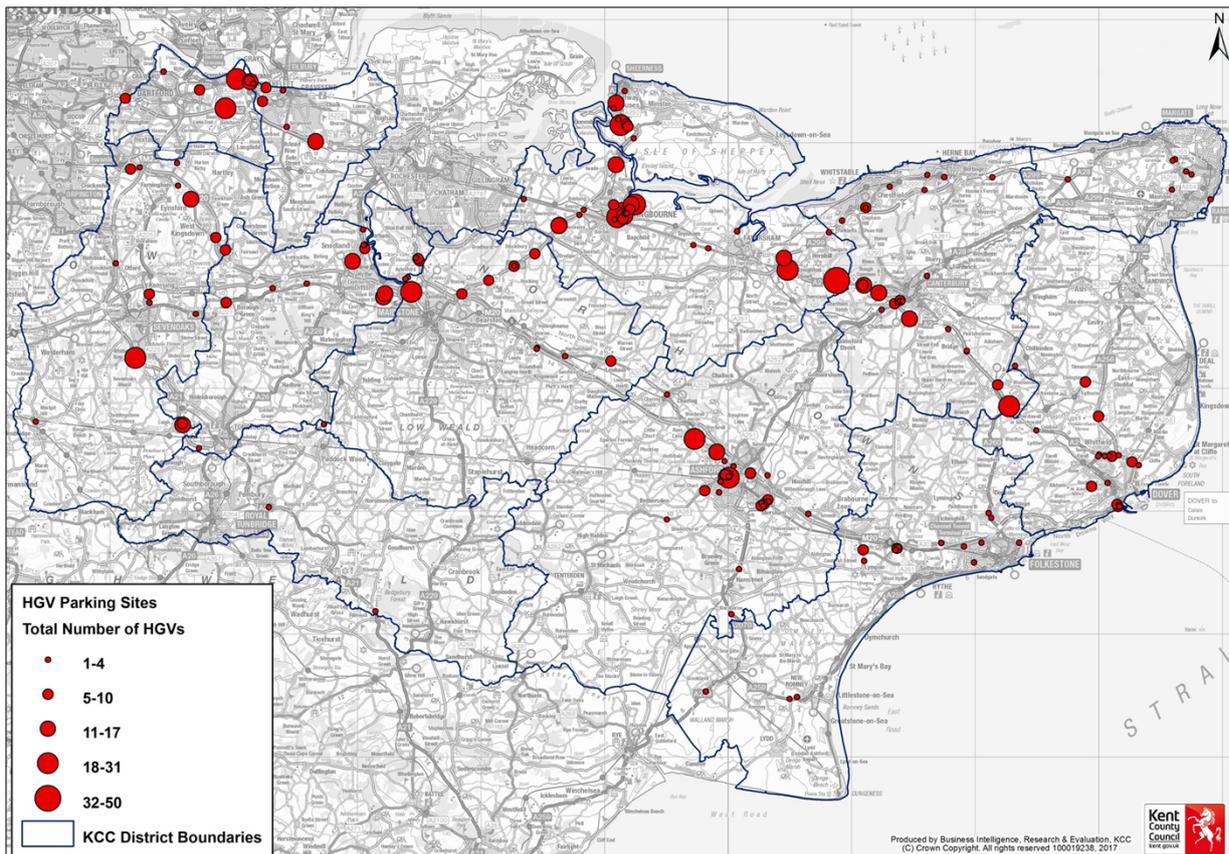
1.5 There is a predicted underestimation of around 5% as more arrive throughout the night.

1.6 Table 1 shows the results of the overnight lorry parking surveys over the last two years. The results clearly show that Swale has the greatest amount of inappropriately parked HGVs in the county.

Table 1: - average number of HGVs parked on-highway within June and September 2017/2018

HGV Overnight Parking Survey					
2017/2018 Average					
District	Jun-17	Sep-17	Jun-18	Sep-18	Average
Swale	270	234	234	246	246
Canterbury	120	85	102	82	98
Ashford	109	128	77	50	91
Tonbridge & Malling	90	96	96	82	91
Dartford	59	48	54	57	55
Dover	48	70	40	53	53
Maidstone	40	49	42	55	47
Sevenoaks	49	53	39	40	45
Medway	40	40	40	46	42
Gravesham	29	32	42	57	40
Folkestone & Hythe	14	11	15	15	14
Thanet	6	3	11	20	10
Tunbridge Wells	1	3	5	5	4
TOTAL	875	852	797	808	836

Figure 1: - heat map showing the locations and numbers of on-highway HGVs parked in the county



2.0 Overnight HGV Parking in Eurolink and Swale

2.1 To give a snap shot of the parking, the survey results for Thursday 27 September 2018 parking survey which found 265 HGVs parked in Swale.

2.2 Eurolink Industrial Estate:

- Bonham Drive – 17
- Castle Road – 21
- Cremers Road – 1
- Heard Way – 3
- Shortlands Road – 8
- Swale Way – 11
- Upper Field Road – 13

2.3 Sheppey:

- Brielle Way – 4
- Cromwell Road – 15
- Cullet Drive – 29
- New Road – 7
- Whiteway Road – 1

2.4 Other:

- A2 Boughton Bypass – 27
- Chestnut Street – 4
- Crown Quay Lane – 6
- Lower Hartlip Road – 8
- Oare Road – 2
- Spade Lane – 2
- A299 Thanet Way – 30
- Tribune Drive (Trinity Industrial Estate) – 20
- A249 (between M2 J5 and the Sheppey Crossing) – 36

3.0 Solution to overnight lorry parking

3.1 KCC officers have proactively engaged with private sector lorry park operators who have indicated that they are interested in bringing forward overnight lorry parking facilities in the county. The main barriers to this investment are the availability of funding or finance for the capital investment costs (c£10m-£20m), and the planning process. Construction costs are often substantial and require a longer-term view of investment (15-20 years) than a typical 5 to 10-year return that private investors usually require. This has limited the number of private sector lorry parks coming forward nationally.

3.2 KCC have been working with private developers to try and promote the delivery of lorry parks in the county. In July 2018 the Ashford Truckstop was granted planning permission to expand and relocate their lorry park from 390 to 600 lorry parking spaces. The site is scheduled to open in 2019. This facility will provide much needed capacity in the Ashford area and the more widely the M20 corridor.

3.3 In conclusion, the parking surveys show that there is a need for official lorry parks with adequate facilities in Swale, especially around Sittingbourne, Sheppey and Brenley Corner. KCC will continue to work with lorry park operators, developers and Highways England to try and promote the provision of overnight lorry parks within the borough and the county.

Future Meeting if applicable:	Date:
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Contact Officer:	
Reporting to:	

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From: David Latham - Highway Policy and Inspections Manager
To: Swale Joint Transportation Board
Date: 17th December 2018
Subject: Well-managed Highway Infrastructure – Implementing the Code of Practice
Classification: For Information

Summary: This paper outlines the County Council's strategy for implementing the new Code of Practice for highway maintenance management which becomes fully effective in October 2018.

It is highly unlikely that there will be any material impacts on the volume or cost of highway maintenance works but there will be a greater emphasis on the assessment of risk. Currently, no changes to service standards are proposed however, prior to any changes being made a full evaluation of options would be required followed by approval in accordance with the County Council Constitution.

1. Introduction

- 1.1. Well-maintained Highways, the code of practice for highway maintenance management was published in July 2005. It provided local authorities with guidance on highways management and proposed some prescribed investigation levels for highway defects e.g. 50mm depth for carriageway potholes. The Code of Practice formed the basis for the County Council's Highway Safety Inspection Regime and our approach to highway maintenance. Well-maintained Highways was repeatedly deemed to be best practice by the Courts and by adopting the principles of The Code of Practice we have been able to defend claims against the County Council by demonstrating our defence (under Section 58 of the Highways Act 1980) of implementing all reasonable measures and demonstrating we are not a negligent highway authority.
- 1.2. Well-managed Highway Infrastructure was published in October 2016 and replaces Well-maintained Highways, Well-lit Highways, and Management of Highway Structures in October 2018. Like its predecessors, Well-managed Highway Infrastructure is a national, non-statutory code of practice which sets out a series of general principles for highway maintenance. It is endorsed and recommended by the Department for Transport and its production has been overseen by the UK Roads Liaison Group (UKRLG) and its Roads, Bridges and Lighting Boards. However, the new Code of Practice is less prescriptive and instead promotes the establishment of local levels of service through risk-based assessment.
- 1.3. On the 13th July 2018, the County Council's Environment & Transport Cabinet Committee endorsed the adoption and phased implementation of the fundamental principles of the Code of Practice. This decision was subsequently agreed by the Cabinet Member.
- 1.4. *Well-managed Highway Infrastructure - Implementing the Code of Practice* is published on the County Council's website. It outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council's Strategic Outcomes.

2. Discussion

The Highway Network

- 2.1. Well-managed Highway Infrastructure recommends that the highway network should be considered as an integrated set of assets when developing infrastructure maintenance policies.

- 2.2. There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent. However, residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service in the context of the County Council's strategic outcomes.
- 2.3. An integrated network hierarchy is the foundation of a risk-based maintenance strategy and will inform intervention levels, inspection frequencies and response times. It is important that it reflects the actual use of each infrastructure asset and needs to be sufficiently dynamic to respond to the changing nature of the network – the classification of an asset may alter because of short term influences such as seasonal fluctuations or due to longer-term factors such as climate change and development.
- 2.4. Much of our network hierarchy information is already published including our Resilient Highway Network and Winter Salting Routes. From April 2019, the County Council will publish a series of related hierarchies which include all elements of the highway network. These hierarchies will consider current and expected use, resilience, and local economic and social factors as well as the desirability for continuity of service across administrative boundaries and a consistent approach for walking and cycling.

Risk Based Approach

- 2.5. Well-managed Highway Infrastructure is underpinned by the fundamental principle that highway authorities should adopt a risk-based approach in accordance with local needs (including safety), priorities and affordability.
- 2.6. Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.
- 2.7. Many of our existing inspection regimes and methodologies for prioritising work on the highway already include a consideration of risk. Furthermore, the County Council has already a risk management approach, detailed in the Risk Management Policy & Strategy 2018-21. This approach will now be applied to all aspects for highway infrastructure maintenance. At a strategic level, the management of current and future risks will be embedded within our approach to asset management. At an operational level, a risk-based approach will be used to determine intervention levels, inspection frequencies, response times and investment priorities across all highway assets.
- 2.8. A case study outlining the practical application of a risk-based approach can be found at Appendix A.

Resilience and Sustainability

- 2.9. Kent provides key transport links between London and the continent and has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.

- 2.10. The County Council has long had robust systems in place to respond effectively to severe weather emergencies, unforeseen events and civil emergencies and we already take a hierarchical approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent's Resilient Highway Network.
- 2.11. It is important that the highway network is maintained for future generations. In addition to responding effectively to emergencies and high impact events, it is important that due consideration is given to the impacts of climate change. Furthermore, a balance needs to be sought between providing sustainable growth and a competitive, innovative and resilient economy and protecting and improving our natural and historic assets.

Financial Management, Priorities and Planning

- 2.12. The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:
- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
 - The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
 - The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility
- 2.13. The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. A cross asset approach will now be taken when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

- 2.14. Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our Highway Asset Management Framework establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

3. Conclusion

- 3.1. The Code of Practice presents an opportunity for County Councils' to shape the services they provide based on local needs and priorities and does not need to represent a radical change from a customer perspective, particularly in the short term.
- 3.2. A programme is in place to ensure the timely and effective implementation of the Code of Practice, with a view to having the recommendations largely implemented from April 2019. Information sharing with local representatives and communities form a key part of this programme including planned engagement with Parish Councils via the annual Parish Seminars,

“for information” updates to Joint Transportation Boards and enhanced information on the County Council’s website.

4. Background Documents

4.1. Link to Well-managed Highway Infrastructure

<http://www.ukroadsliaisongroup.org/en/codes/index.cfm>

4.2. Well-managed Highway Infrastructure - Applying the Code of Practice in Kent

https://www.kent.gov.uk/_data/assets/pdf_file/0005/84560/Highways-asset-management-applying-the-well-managed-highway-infrastructure-code-of-practice-in-Kent.pdf

4.3. Well-managed Highway Infrastructure - Implementing the Code of Practice in Kent 2018 – 2020

https://www.kent.gov.uk/_data/assets/pdf_file/0006/84561/Highways-asset-management-implementing-the-well-managed-highway-infrastructure-code-of-practice-in-Kent-2018-2020.pdf

4.4. Case Study document



Case Study
Well-managed High

5. Contact Details

David Latham - Highway Policy and Inspections Manager

T: 03000 41 81 81

E: WMHCoP@kent.gov.uk

To: Swale Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: 17 December 2018

Subject: Local Winter Service Plan for Swale District

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Swale Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district

Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HT&W) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HT&W work to ensure that the winter service standards and decisions made are consistent across the whole county.

HT&W prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was approved at the KCC Environment, Planning and Transport Cabinet Committee on 20th September 2018 and subsequently signed off by the Cabinet Member.

District based winter service plans

2. The Local Winter Service Plan for the Swale Borough is a working document. It will evolve and be revised as necessary throughout the year. The document will be available on the KCC website. This document complements the KCC Winter Service Policy and Plan 2018/19. Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HT&W will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the local district winter plan which enhances the work that HT&W will continue to do in providing a countywide winter service. The

local plan comes into effect when a snow operational alert is declared that affects the district of Swale.

http://www.kent.gov.uk/roads_and_transport/highway_maintenance/winter_maintenance_and_repairs/swale_winter_s.aspx

Pavement clearance

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Farmers

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

Conclusion

5. The arrangements for working in partnership with the district councils in recent years has proved to be very successful and the continuing arrangement will enable HT&W to provide an effective winter service across the county.

Recommendations

6. Members of the Board are asked to note this report.

<p>Background documents: Kent County Council Winter Service Policy and Plan 2018/19</p>

Contact officer:

Alan Blackburn -Tel: 03000 414141

A2500 Lower Road / Barton Hill Drive, Minster, Sheppey

To: **Swale Joint Transportation Board – 17 December 2018**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Simon Jones, Director of Highways, Transportation and Waste**

Classification: **For Information**

Ward: **Sheppey Central, Sheppey East and Queenborough & Halfway**

Division: **Sheppey**

Summary: Update on proposals for improving the A2500 Lower Road between Cowstead Corner and Barton Hill Drive and progress of the junction improvement at Lower Road / Barton Hill Drive - Minster

1.0 Introduction

1.1 Members will be aware of the scheme to improve the A2500, Lower Road and Barton Hill Drive junction, Minster, from previous reports and attendance by officers at meetings of this Board - most recently 25 June 2018.

1.2 This report gives a further update of the programme to deliver the A2500 Lower Road Improvement Schemes.

- Phase 1 – Lower Road/Barton Hill Drive - Junction Improvement
- Phase 2 – Lower Road Widening – Cowstead Corner to Barton Hill Drive

1.3 The scheme for Phase 1 is a new roundabout at the junction of the A2500 Lower Road with Barton Hill Drive. The proposals are shown on the scheme plan in Appendix A

1.4 The scheme for Phase 2 is to widen a 1.1km section of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive, including the construction of a new shared footway/cycleway along the north side of the road that will improve and provide the infrastructure for all road users, currently lacking in this location. The proposals are shown on the scheme plan in Appendix A.

1.5 Approval to progress these proposals was confirmed following the Environment & Transport Cabinet Committee meeting on the 15 May 2018.

2.0 Current Situation

Phase 1

- 2.1 The South East Local Enterprise Partnership (SELEP) funding has been confirmed and developer contributions from s106 agreements have been confirmed.
- 2.2 A construction contract has been awarded to Breheny Civil Engineering as the Principal Contractor to undertake the works. The works commenced on 25 June 2018
- 2.3 The roundabout has been developed to incorporate the potential for a spur road from a fourth arm to serve as access to the development site identified as Policy A12 in 'Bearing Fruits 2031: The Swale Borough Local Plan 2017.
- 2.4 The landowner, who also holds the land allocated under Policy A12 has made the land available for the scheme at nil cost. Access has been granted to allow construction to proceed while the formal transfer of the land is progressed by solicitors.
- 2.5 To facilitate the construction of the new roundabout, a temporary road closure of Barton Hill Drive was put in place from 10 September for 12 weeks with traffic diverted via Thistle Hill Way. Temporary parking restriction have been imposed along the diversion route. The closure has been extended by a few weeks until the 18th December to avoid the need for 3-way traffic lights while undertaking work at the tie ins to the existing Lower Road.
- 2.6 Further temporary road closures and/or night-time working will be required to fully complete the tie-ins of the new roundabout to the existing carriageway. These works will be scheduled for January 2019 and details will be publicised nearer the time.
- 2.7 Following the implementation of the temporary parking restrictions on Plover Road and Thistle Hill, requests have been received to make the parking restrictions permanent. A Traffic Regulation Order to make these parking restrictions permanent was put on public deposit on 29 November with comments required by 24 December 2018. Once comments have been received a report will be presented to this committee for a decision on implementation of the Order.

Phase 2

- 2.8 The improvement of the Lower Road is part of the Local Plan Policy A12 and is to be provided in association with the proposed residential development.
- 2.9 A National Productivity Investment Fund (NPIF) bid for part funding of Phase 2 was confirmed in October 2017.
- 2.10 Match funding and the provision of the land required for the widening of Lower Road has been identified and agreed in principal with the promoters of the site

of Policy A12. The match funding and land for Phase 2 will be conditional on receipt of planning consent for housing on the site of Policy A12 and this will need to be secured through a s106 agreement. A planning application has been made to Swale Borough Council in relation to this development.

- 2.11 The provision of the new shared footway / cycleway will provide an important connection between the residential area of Minster with the retail and business areas at Rushenden and Neat's Court. The proposals are for a 3.5m shared footway cycleway offset from the carriageway. As detailed in Appendix A
- 2.12 WSP has been engaged as the engineering consultant to provide the detailed design and construction drawings for Phase 2.
- 2.13 A screening opinion has been submitted, to the Planning Applications Group of the County Council, for Phase 2, to determine if a full Environmental Impact Assessment (EIA) is required. As the nature of the site of Phase 2 is similar to Phase 1 it is anticipated that an EIA will not be required and hence the scheme will also be able to proceed as Permitted Development.
- 2.14 An option to carry out Phase 2 of the scheme has been included in the construction contract awarded for the Phase 1 works.
- 2.15 The detailed design has been developed to increase the capacity on the Lower Road approach to and exit from the existing roundabout at Cowstead Corner.
- 2.16 A ghosted right turn junction at the access to Wall End Farm has also been incorporated into the design. This will also help the free flow of traffic in the east bound direction along Lower Road.
- 2.17 As part of the detailed design, options to reduce the construction impact on traffic flow have been considered. The design has been amended to position the combined footway cycleway at or close to existing ground level and offset from Lower Road so that it can be used as a temporary running lane whilst the widening is being constructed. This will significantly reduce the need for temporary 2-way traffic lights whilst undertaking these works.
- 2.18 As with Phase 1 there will be careful consideration of traffic management in the summer holiday period, July through to mid-September.

3.0 Programme

- 3.1 The works are being carried out in two phases. The roundabout on Barton Hill Drive is due to be completed in February 2019 with the work to improve the A2500 Lower road following on later in the year, subject to progress on site planning and completion of a s106 agreement.
- 3.2 The current programme is;

Phase 1 - A2500 Lower Road / Barton Hill Drive Junction Improvement

- works commenced on 25 June 2018.
- Barton Hill Drive reopened and new roundabout in use on 18 December 2018
- The completion date for all the Phase 1 works is February 2019

Phase 2 - A2500 Lower Road Improvement – Cowstead Corner to Barton Hill Drive

- complete detailed design – December 2018
- developer to obtain planning consent for the site of Policy A12 – early in 2019
- confirm funding and land agreements
- removal of vegetation prior to bird breeding season in February 2019 if possible
- commence works Spring 2019 – subject to land and s106 contributions

3.3 Consideration is being given to ensure that construction works have minimal impact during the main tourist season. The timing and traffic management for the Phase 2 works involving the online widening of Lower Road, is more critical than it has been for Phase 1 and will be planned in detail with the Streetworks Co-ordinator.

4.0 Communications

4.1 A Communications Plan has been developed. This will involve informing residents, road users and key organisations of the proposals and timescale for each of the phases of the project.

4.2 An exhibition was held at Minster Parish Council Offices on Tuesday 5 December 2017 and this was attended by approximately 40 people. The proposals were generally well received. Attendees included a representative from the Lower Road Action Group who welcomed the proposals for the new footway/cycleway link. This was followed up by a presentation to Minster Parish Council on 7 December 2017 and again on 5 July 2018. A further presentation to Minster Parish Council is planned for the 6 December 2018.

4.3 Notification of the roadworks will continue to be advised by temporary variable message signs, and by a letter drop to local residents. Further updates will be provided as the works progress and the contractor implements the various traffic management proposals.

5.0 Financial

Phase 1

5.1 The cost estimate of the Barton Hill Drive Roundabout is £1.8m and includes the land contribution from the landowner. Contributions of £540,000 are being sought from the proposed developments at Plover Road and Harps Farm, with the balance of £1,260,000 being funded by the South East Local Enterprise Partnership through the Local Growth Fund.

5.2 The s106 agreement with the developers of Harps Farm and Plover Road have been signed with their contribution due for payment prior to commencement of the developments.

Phase 2

5.3 The cost estimate for the widening of Lower Road is £4.85m.

- 5.4 The current cost estimate is robust and is based on outline proposals that have been reviewed by external cost consultants. It includes;
- construction costs
 - budget estimates from the utility companies
 - project management costs
 - allowances for contingencies, inflation and risk

6.0 Legal implications

6.1 This Report is for information only and hence there are no legal implications for the Board.

7.0 Conclusions

7.1 The successful award of the SELEP and NPIF funding, the commitments to make all the land available and match funding from s106 agreements will enable the full scheme of highway improvements along the A2500 Lower Road to be delivered. This has delivered the new junction with Barton Hill Drive as well as the means to provide the much need highway improvements along Lower Road including the footway and cycleway link connecting the key areas of Minster and Queenborough

7.2 The scheme has made significant progress. The construction on the new roundabout is close to completion and the detailed designs for Phase 2 are progressing well. Subject to confirmation of the match funding, construction of Phase 2 will be ready to start from March 2019.

8.0 Recommendations

For Information

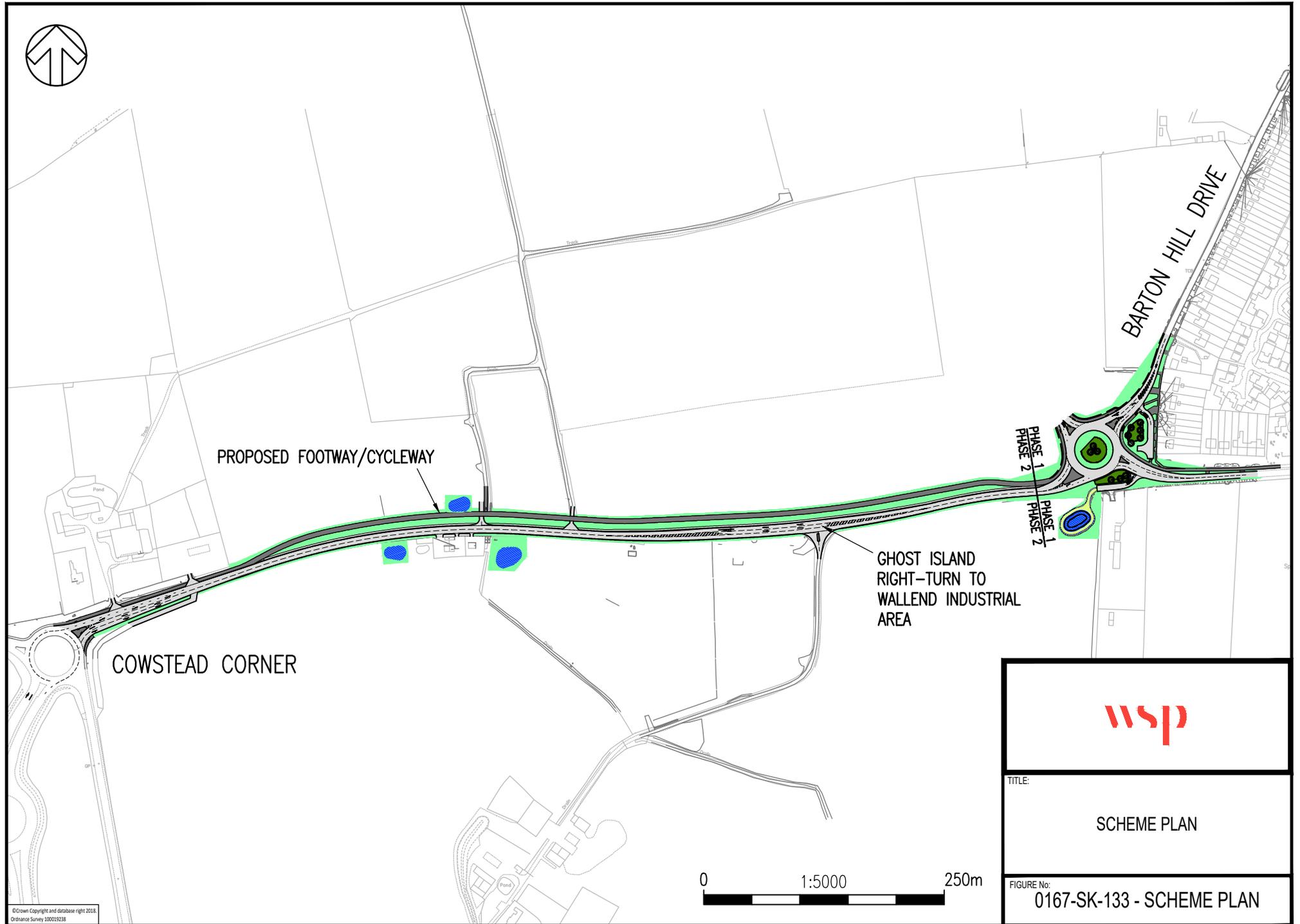
Future Meeting if applicable: As necessary but none planned at present	Date: TBA
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Contact Officer:	Richard Shelton - Project Manager (Major Capital Programme Team) e mail: Richard.Shelton@kent.gov.uk tel: 03000 419550
Reporting to:	Tim Read – Head of Transportation

Appendices

Appendix A	Phase 1 – Scheme Plan – Drawing no. 0167-SK-133
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TITLE:	
SCHEME PLAN	
FIGURE No:	
0167-SK-133 - SCHEME PLAN	

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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 17th December 2018
Subject: Highway Works Programme 2018/19
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Traffic Systems – see Appendix D

Developer Funded Works – see Appendix E

Transportation and Safety Schemes – see Appendix F

Public Rights of Way – see Appendix G

Bridge Works – see Appendix H

Member Highway Fund – see Appendix I

Pothole Blitz – see Appendix J

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Kirstie Williams	Highway Manager (Mid)
Alan Blackburn	Swale District Manager
Alan Casson	Road & Footway Asset Manager
Earl Bourner	Drainage and Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	Transportation, PROW and Safety Schemes
Nick Abrahams	Economic Development

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A2 St Michael's Rd	Sittingbourne	Forum to Crown Quay Lane	To be reviewed once Spirit of Sittingbourne works are complete
A250 High St	Sheerness	Millennium Way to junction with Victoria Street	To be programmed early 2019
A250 Millennium Way	Sheerness	50m each approach to High Street	To be programmed early 2019
A2 London Road	Sittingbourne	The Billet PH for a distance of 100m easterly towards Sittingbourne Town Centre	To be programmed early 2019
A2 London Road	Sittingbourne	Between Adelaide Drive and Lydbrook Close	To be programmed early 2019
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Reedland Crescent	Faversham	From No. 51 to Priory Row only. (Footway Protection Treatment)	Completed
Surface Treatments - Contact Officer Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
The Street	Oare	Oare Road to Cole Gates Road	Completed
Selling Road	Selling	Monica Close to Sondes Court	Completed
Otterden Road	Eastling	Between Kettle Hill Road and Kettle Hill Road (Eastling)	Completed

Halstow Lane	Upchurch	Extends Through junction to Twinney Lane	Completed
Perry Wood	Selling	From Grove Road to Selling Road	Completed
South Road	Faversham	Between Napleton Road and Bridge Road	Completed
Cheney Hill	Rodmersham	From Stockers Hill to Bottles Lane	Completed
Parsonage Lane	Bobbing	From Belnor Avenue to Stickfast Lane	Completed
Bull Lane	Hartlip	M2 bridge to Old House Lane	Completed
Bank Street	Faversham	Whole Length	Postponed until 2019

Surface Treatments - Contact Officer Clive Lambourne

Surface Dressing

Road Name	Parish	Extent of Works	Current Status
Ashford Road	Sheldwich	New House Lane to Salters Lane	Completed
Whitstable Road (& Graveney Road)	Graveney	Whole Length	Completed
Ashford Road	Badlesmere	Bagshill Road to Shottenden Road	Completed
School Lane	Borden	Whole Length	Completed
Selling Road	Selling	Vicarage Lane to Crouch Lane	Completed
Plough Road	Minister on Sea	Whole Length	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
Tunstall Road	Swale	Re-shape driveway, cleanse the system. Install new gullies at the junction with Woodstock road	Committed passed to contractor December school break
Farm Crescent	Swale	Install new soakaway	Order raised no date planned yet.
Bell Road	Swale	New crated soakaway to be installed in conjunction with Southern water	Planning stage

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Fonblanque Road	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming-
Attlee Way	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Benstead Grove	Faversham	Replacement of 1 no street light complete with LED Lantern	Completed
Borden Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Halfway Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Lavender Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed

<u>Millfield</u>	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Dover Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming
Miller Court	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Wills Court	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Cromwell Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Lower Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Seaside Avenue	Minster	Replacement of 3 no street lights complete with LED Lanterns	Completed
London Road	Newington	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming
Minster Drive	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
St Michaels Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Ufton Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Willis Court	Sheppey	Replacement of 1 no street light complete with LED Lantern	Completed
London Road	Teynham	Replacement of 1 no street light complete with LED Lantern	Completed
Fairview Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Mountview	Borden	Replacement of 1 no street light complete with LED Lantern	Completed
Bonham Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Southview Gardens	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Peregrine Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
Boyces Hill	Newington	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming

Staplestreet Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming
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Appendix D – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A2 London Road near St Michaels Road	Refurbishment of pedestrian crossings	Proposed March 2019

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SW/2047	School Lane Iwade	Iwade	Provision of New Junction /Access for Housing Development	End of Maintenance Works underway
SW/3038	Land at Chequers Hill Doddington	Doddington	Provision of Footway./Junction for Housing Development	Works Completed Serving Maintenance period
SW/003028	Ospringe Cof E School Water Lane Faversham	Ospringe	Provision of Revised Vehicle Access	Works Completed Serving Maintenance Period
SW/3027	Tunstall Road Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	Technical Design Approved
SW/003056	Sittingbourne Community College Canterbury Road Murston	Sittingbourne	New access for School bus drop off park	Stage 3 Safety Audit works to be carried out

SW/003025	Sheppey Way Iwade	Iwade	Provision of New Junction/Access for Housing Development	Works Underway
SW/3046	Power Station Road Halfway Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Agreement being prepared
SW003094	Nova Graveney Road Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Technical Vetting underway
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Works Underway
SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Works Completed Serving Maintenance Period
SW/003047	The Old Dairy Halfway	Sheppey	Provision of New entrance to Private Housing Site	Works Completed Serving Maintenance Period
SW003048	Parsonage House School Lane Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Agreement in place works underway
SW/003049	Sunny View Scocles Road Minster	Minster on Sea	Provision of entrance to Private Housing Site	Stage 3 Safety Audit works to be carried out to enable Certificate 1.
SW/003050	Love Lane/Graveney Road Faversham	Faversham	Provision of New Signalised Junction to A2 Junctions to Love Lane/Graveney Road	Initial design submission received
SW/003051	Spirit of Sittingbourne SECTION 3 Milton Rd, St Michaels Rd -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-	Agreement in place works underway
SW/003063	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park-Access Works	Letter of Agreement in place - Works Underway
SW/003071	Spirit of Sittingbourne SECTION 5 West St, Station St - Town Centre	Sittingbourne	Provision of Revised Highway Layouts for New Cinema -M/S Car Park	Letter of Agreement in place - Works Underway

	Highway Revisions			
SW/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	Letter of Agreement in place - Works Underway
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road -Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	Letter of Agreement in place - Works Underway
SW/003052	Eurolink Phase 5 Swale Way Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	Works Completed Serving Maintenance Period
SW/003053	Barge Way Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Initial Design Submission Received.
SW/003035	109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Works Underway
SW/003026	Attlee Way/Wyvern Close Sittingbourne	Milton	Provision of revised traffic calming and vehicle access for Housing developments	Works Completed Serving Maintenance Period
SW/0033024	Dover Street Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
SW/003029	Thistle Hill Way Minster Sheppey	Minster on Sea	Provision of new Primary School Exit and Footpath	Works Completed Serving Maintenance Period
SW003077	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd -Town Centre Highway Revisions (FULL AGREEMENT)	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-Access Works	Agreement in place works underway
SW/003033	Grove Ave/The Promenade Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Works Completed Serving Maintenance Period
SW/003040	Otterham Quay Lane Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for	Agreement in place, Works underway

			Housing Development	
SW/003041	Larkrise Conyer Road Conyer	Teynham	Provision of footway to Small Housing Development	Works Completed Serving Maintenance Period
SW/003034	Selling Road Faversham	Faversham	Provision of Access into Proposed Public House/Restaurant	Works Completed Serving Maintenance Period
SW/003036	Wyvern Close Sittingbourne	Milton	Provision of Revised Footway and Access to Housing Development	Works Completed Serving Maintenance Period
SW/003032	Old Water Works Site Rook Lane Keycol Bobbing	Bobbing	Provision of Revised Footway and Access to Housing Development	Technical Vetting of Design Submission
SW/003068	Canterbury Road Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Agreement being Prepared
SW/003067	Old Brickworks Western Link Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Design Approved Agreement being prepared.
SW/003074	School Lane Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Technical Vetting of Design Submission
SW/003069	Rushenden Road Queenborough Sheppey	Queenborough	Provision of New Access for Housing Development	Agreement in place works underway
SW/003081	Ham Road Oare Road Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	Technical Vetting of Design Submission
SW/003082	Brogdale Road Ospringe	Ospringe	Provision of Access Road to new Housing Development	Technical Vetting of Design Submission complete Agreement instructed
SW/003084	Eurolink Way Sittingbourne	Sittingbourne	Provision of Junction Access Road to new Housing Development	Letter of Agreement in Place.Works Underway
SW/003085	Brogdale Road Ospringe	Faversham	Provision of temporary construction access for housing development	Letter of Agreement in place works programmed

SW/003086	Lower Road Teynham	Teynham	Provision of Footway for small Housing Development	Technical Vetting underway
SW/003087	A251 Ashford Rd & A2 London Rd Faversham	Faversham	Provision of Roundabout access to Housing Development	Agreement in place Works underway
SW/003088	Leysdown Road Eastchurch Sheppey	Eastchurch	Provision of revised access for Wind Farm	Agreement in place Works programme to be Agreed for reinstatement
SW/003089	A2 High St Newington	Newington	Provision of Access for new small Housing Development	Letter of Agreement in place Works underway
SW/003090	Minster Road Minster Sheppey	Minster	Provision of Access for new small Housing Development	Letter of Agreement in place Works programmed
SW/003091	Eurolink Way, Milton Road Sittingbourne	Sittingbourne	Footway Access to Retail Development	Agreement in place works underway
SW/003092	Castle Road Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place works underway
SW003096	North St Milton Regis	Sittingbourne	Temporary Construction Access for proposed School Drop Off facility	Agreement in place Works underway
SW003103	Oak Lane Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Vetting underway
SW003104	Spirit of Sittingbourne Section 1 St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Design Technical Vetting underway
SW003105	Spirit of Sittingbourne Section 2 St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Design Technical Vetting underway
SW003108	Chequers Road Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Design Technical Vetting underway
SW00109	Spirit of Sittingbourne Street Lighting Michaels Road/Dover	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	Design Approved Letter of Agreement in Place

	Street/Fountain St Milton Road			
Sw003110	Spirit of Sittingbourne Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	Design Technical Vetting Underway
SW003113	Leaveland Corner Faversham	Leaveland	Minor road widening and access for small housing development	Design Technical Vetting Underway
SW003114	North Lane/Partridge Lane Faversham	Faversham	Footway works to Brewery Visitor Centre	Design Technical Vetting Underway
SW003115	Regis House New Road Sheerness	Sheerness	New vehicle access and footway to industrial development	Design Technical Vetting Underway
SW003117	North Street Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Design Technical Vetting Underway
SW003141	Stones Farm A2 Canterbury Road Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Initial Design Submission
SW003188	Crown Quay lane Sittingbourne	Sittingbourne	New Vehicle/Pedestrian Access for Housing Development site	Agreement being prepared
SW003191	Admirals Walk Halfway Sheppey	Halfway	Highway Drainage and Access works for new Housing Development	Initial Design Submission

Appendix F – Transportation and Safety schemes

The Schemes Planning & Delivery Team is implementing schemes within the Swale District, to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Paul Brand**

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
Church Hill junction with Chequers Lane	Doddington	Signing and lining scheme	Works completed, pending inspection.

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
A2 / A251 junction	Faversham	Junction improvement, to ease congestion.	Further design options are now being investigated as the latest traffic modelling has identified long term capacity issues with both the existing design options
Various roads in Halfway and Queenborough	Queenborough and Sheerness	Traffic signs for 20 miles per hour speed limit.	Works complete for all roads covered by original order. Speed limit order for additional roads in Halfway – St Katherine Road, Danley Road and Filer Road – now sealed. Sign designs in preparation.

EXTERNALLY FUNDED TRANSPORT SCHEMES			
Road Name	Parish	Description of Works	Current Status
High Street / Central Avenue, Sittingbourne	Sittingbourne	Reversal of one-way restriction on Central Avenue and associated works, including relaying paving blocks.	Works ordered awaiting roadspace.
Head Hill	Goodnestone	New advance warning sign for height limit under Faversham Road railway bridge, Seasalter.	Works ordered.

Appendix G – Public Rights of Way

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
ZR147 – West of Tunstall Road	Tunstall	Surface improvements- Contractor dismissed. (Did not complete works)	Contract awarded Start October 2018

Appendix H – Bridge Works

Bridge Works – Contact Officer Earl Bourner			
Road Name	Parish	Description of Works	Current Status
No works planned			

Highway Improvement Schemes Progress Report

Appendix I – Combined Member Grant

Combined Member Grant programme update for Swale Borough Council

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **16th November 2018**

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic / non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Swale District.

Appendix J – Pothole Blitz

Pothole Blitz 2018/19 Swale District

Around 100 roads treated in total across the District, including these as below where the value of work completed at each site was greater than £5,000

Newton Road	Faversham
Thistle Hill Way	Minster
Lower Road	Minster
Broad Street	Sheerness
Horseless Road (Hickmans Green)	Boughton
Harty Ferry Road	Leysdown
Athelstan Road	Faversham
Danley Road	Halfway
The Ridgeway	Boughton
Selling Road (South of M2)	Selling
Highstreet Road	Hernhill
Dargate Road	Hernhill
London Road A2	Faversham
Ospringe Street A2	Faversham
South Street	Boughton
London Road A2	Upchurch
London Road A2	Newington
High Street A2	Newington
Baldwin Road	Minster
Stickfast Lane	Bobbing
Kingsnorth Road	Faversham
Bell Farm Road	Minster
Marsh Lane	Teynham
Ospringe Road	Faversham
Langley Road	Sittingbourne
Brewery Road	Sittingbourne
Old House Lane	Newington
Riddles Road	Sittingbourne
Newman Drive	Kemsley
Forty Acres Hill	Minster
Lower Road	Eastchurch
Nobel Court	Faversham
Oak Lane	Minster
Bashford Barn Lane	Bredgar

SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	Further design options are now being investigated as the latest traffic modelling has identified long term capacity issues with both the existing options.
Page 115	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	
218/09/14	Lower Road Junction with Barton Hill Drive, Isle of Sheppey	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	Report to JTB December 2018
383/12/15	Pedestrian Crossing at South Avenue School, Sittingbourne	KCC	(1) A feasibility study to be carried out into highway improvements at the site. (2) A report on the conclusions of the feasibility study to be presented to a future JTB. (3) The cost of funding for the feasibility study to come from a Member's grant.	KCC has undertaken a traffic speed survey and pedestrian crossing count and the results have shown that a controlled crossing (Zebra or Puffin) would not be suitable. Discussions with the School and local member are ongoing as to whether there are any alternative options to consider.
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party sche	(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the	Faversham Town Council report to JTB December 2018

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
		me	next JTB meeting on the feasibility of the proposals. (2) That the officers' report considers how proposals might be rolled-out across the Borough.	
1084/12/16 Page 116	A2 Teynham Speed Limit Petition Response	KCC	(1) That the Cabinet Member at KCC be advised that the three tiers of Local Government represented on the Swale JTB are dissatisfied with the report and would like the matter to be looked into again, to include looking at how changes could be made.	KCC is preparing designs for a proposed yellow box junction marking the junction of A2 London Road with Lynsted Lane. KCC is preparing designs for new gateway features on A2 eastern approach to Teynham. KCC is preparing an outline design for the A2 London Road between Cellar Hill and Station Road with a view to public consultation at the end of January 2019.
1227/03/17	Petition to introduce a 20mph restriction on all roads within The Meads, Sittingbourne	KCC	1) That a report would be written and submitted to a future meeting of the Board.	This is now being pursued as a CMG scheme by County Member Mike Whiting.
1228/03/17	A request from Eastchurch Parish Council to investigate the possibility of installing a one-way system in the upper section of Church Road, Eastchurch	Third-party scheme	(1) That KCC supports the proposals set-out by Eastchurch Parish Council for the re-designation of Church Road, Eastchurch, as a one-way road, and note that the Parish Council was happy to fund the scheme.	KCC is developing detailed designs.
209/09/17	Proposed Speed Limit Reduction, Queenborough and Halfway Houses, Isle	KCC	(1) That 20mph be installed for the whole of Queenborough, and the Halfway option be as noted in the report, with the addition of St Katherine Road, Danley Road and Filer	See Highway Works Programme

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	of Sheppey		Road, if possible, with other potential roads to come back to the next meeting of the Board.	
77/06/18	Public Session – Petition on behalf of local residents which sought a review of parking restrictions in Conyer Road, Conyer	SBC	The Chairman accepted the petition which was passed to the Head of Commissioning and Customer Contact for a report to be submitted to the next meeting of the Board on 10 September 2018.	Proposed scheme sent to Teynham Parish Council for comments prior to consultation with residents, 11 th October 2018. Response received from Parish Council to say they do not support proposed changes to restrictions and state that parking restrictions are required to enable large vehicles/HGVs to access farms. Full report to be submitted to JTB in March 2019 summarising current position of residents and Parish Council.
78/06/18 Page 117	Bell Road/Highsted Road Traffic	SBC	(2) That a further report to include a proposal to implement trial parking measures by the relevant authority be brought back to a future meeting if feasible.	Meeting between KCC/SBC and Councillors took place on 20 th November 2018, following concerns raised by Police over planned experimental Traffic Order for Bell Road. Series of possible proposals discussed, initial schemes designed for consultation with KCC and Police initially.
	Highsted Road proposed footway	KCC		KCC will be consulting with local residents and road users on three options to provide a footway on Highsted Road between its junctions with Swanstree Avenue and Farm Crescent. Consultation will be open from 3 December 2018 until 13 January 2019. More information and the questionnaire will be delivered to local residents and will also be available on the following webpage: www.kent.gov.uk/highstedroad
80/06/18 & 193/09/18	St. Mary's School, Orchard Place/Queen Elizabeth Grammar School, Abbey Place, Faversham	SBC	(1) That a report to consider proposed double yellow lines at St. Mary's School, Orchard Place, Faversham and Queen Elizabeth Grammar School, Abbey Place, Faversham be brought to the next Swale Joint Transportation	Report prepared as requested, to be submitted to JTB on 10 September 2018. Meeting took place on site with representative from school on 3 rd October 2018 and possible double yellow lines agreed. Awaiting confirmation from

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 118			<p>Board meeting on 10 September 2018.</p> <p><i>(1) That an update report on St. Mary's School be brought back to the next meeting of the Board on 17 December 2018, following a meeting between the relevant Officers and Members with the Caretaker at the school.</i></p> <p><i>(2) That a short section of single yellow line in Abbey Place, Faversham be added to the next Traffic Regulation Order.</i></p>	<p>representative regarding funding and agreement to proceed with Traffic Order Chasing e-mail sent 23rd October and 29th November 2018 – awaiting response.</p> <p>Proposed Single Yellow Line added to Traffic Regulation Order Swale Amendment 13, formal consultation closed 2nd November. No objections received in relation to these proposals, but other schemes within Traffic Order did receive formal objections, and report has been submitted to JTB for December 2018 meeting.</p>
	191/09/18	Public Session – Traffic Issues – Halfway, Sheerness	KCC	<i>The Chairman accepted the petition which was handed to the District Manager for Swale so that a report could be written and submitted to a future meeting of the Board.</i>
191/09/18	Public Session – Parking at The Leas, Minster	KCC/ SBC	<i>The Chairman accepted the petition which was handed to Officers so that a report could be written and submitted to a future meeting of the Board.</i>	Options to address parking issues at The Leas included in a suite of works currently being priced and discussed with Head of Service and Cabinet Member, prior to consultation with residents.
194/09/18	20 is Plenty for Newington Petition	KCC	<i>(1) That a report on 20's plenty for Newington be produced and discussed at a future meeting of the Board.</i>	KCC has responded to the lead petitioner with advice about how the Parish Council can progress a scheme.
195/09/18	HGV Parking on Eurolink Industrial Estate, Sittingbourne	KCC	<i>(1) That a report on HGV Parking on Eurolink Industrial Estate be produced and discussed at a future meeting of the Board.</i>	Report at JTB December 2018
196/09/18	7.5 Tonne Weight Restriction, Faversham	KCC	<i>(1) That a report on a 7.5 Tonne Weight Restriction in West Street, Faversham be produced for a future Board meeting.</i>	KCC has responded to Faversham Town Council with initial advice and requesting further information.